

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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## PRINCIPAL CONTENTS.

Mechanics in Civilization	869
Eastern (N. H.) Railroad	869
Chicago, Burlington and Quincy Railroad	870
Improvement in Portable Engines	870
Railroad Law	872
Creditor's Lien on Property Foreclosed under Mortgage	872
Prevention of Hot Journals	872
A New Hydraulic Elevator	873
Imports of Dry Goods at New York	874
Atchison, Topeka and Santa Fe Railroad	874
Improvement in Air Compressors	874
Federal and State Securities	876
Railroad Bond and Share Lists	877, 886
Financial and Commercial Affairs	888
Redeemption of Five-Twenty Bonds	895
Railways of New South Wales	896
Railroad and Canal Dividend Statement	897
American Manufactures Abroad	900
The Coal Trade	900

## American Railroad Journal.

New York, Saturday, July 14, 1877.

## Mechanics in Civilization.

Civilization is the direct result of invention and discovery. From the earliest ages to the present time there has been a rapid succession of discoveries, inventions and improvements. To-day those nations stand highest in the ranks of civilization that have made the greatest progress in industrial art and mechanical science, and that advancement has been occasioned by the practical application of discoveries developed by inventive minds. Hence tribes and nations have advanced in civilization just in proportion as they possessed inventive minds among them, not mere workmen but thinking inventors. The truth of this statement is apparent when the status and characteristics of civilized nations are considered, and a comparison made with those less advanced. The Chinese have no superiors as mere workmen, copying their patterns with faultless exactness; but China has stood still in her civili-

zation for centuries. The lack of inventive faculty and exclusiveness stand as barriers to her progress. And yet there must have been a time in her history when she was on equal terms with any of her neighbors in their inventions and improvements.

Pure science without the inventive faculty to prove and apply would be useless. It is to the mechanic the scientist turns to prove the truth or falsity of his theories. Our own impression is that few—if any men make their mark as successful scientists who lack in mechanical ability. Profs. Tyndall and Faraday are cases in point. These men not only invent but often construct their own apparatus. Dr. C. W. Siemens at the exhibition of scientific apparatus in England said: "In mechanical science accurate measurement is of such obvious importance that it needs no argument to recommend the subject to your careful consideration." But it is not generally admitted that accurate measurement occupies a very important position to science itself and that many of the most important discoveries may be traced back to the mechanical art of measuring. Sir William Thompson, in his inaugural address delivered to the British Association in 1871, said that "nearly all the grandest discoveries of science have been but the rewards of accurate measurements and long continued labor in the minute sifting of numerical results."

At the recent Centennial Exhibition those machines and apparatus received the greatest attention and excited the intensest interest which displayed measurements and forms geometrically accurate. Steam engines, as well as the most delicate watches or accurately adjusted microscopes, lose their value as imperfect measurements and disproportions are detected. In the measurement of length Sir Joseph Whitworth's instruments measure to the one-millionth of an inch. At Philadelphia is an instrument made by the students at Cornell University that measures to the one-millionth of an inch, made upon Whitworth plates, and

Sir Joseph Whitworth says his workmen in their regular work use measurements to the twenty-thousandth of an inch. The wonderful machines invented by German, French, English and American people are the very strongest indications of a high and progressive state of civilization; and from these it may be rationally inferred that any nation will advance most rapidly in the arts and sciences when it emulates to excel in mechanical devices, beautiful for their accuracy and admirable for their intrinsic value and usefulness.

## Eastern (N. H.) Railroad.

The annual meeting of the stockholders of the Eastern Railroad in New Hampshire was held at Portsmouth on the 10th inst. Mr. Moody Currier presided. It was voted, without discussion, to accept the act passed by the Legislature in 1876 amending the charter of the corporation. It was voted further to refer the by-laws of the corporation to the board of directors with authority to report such alterations and amendments as they might see fit.

A ballot for directors was taken which resulted in the election of Moody Currier, Walter Hastings, Dexter Richards, Francis Thompson and Edward L. Giddings by a unanimous vote, 2459 votes being cast. The Hon. Francis Thompson of Boston offered a vote requesting stockholders to contribute one dollar for each share of the stock of the Eastern Railroad in New Hampshire owned by them, for the purpose of defraying the expenses of the present litigation with the Eastern Railroad of Massachusetts to recover possession of the road, and that the Treasurer give a receipt therefor payable with interest out of future earnings of the road before any dividend is declared. The vote passed unanimously, and the meeting dissolved.

The directors of the Anacostia and Potowmack Railroad Company recently elected are: L. W. Guinand, N. Young, A. Richards, H. A. Griswold, John Webster, R. B. Clark, T. E. Smithson, H. A. Willard and John Van Renswick. This company owns the road now operated from the navy-yard to Uniontown, and which has just been extended along M street south to the Alexandria

erry. President Guinand advises further extensions of the line.

**Chicago, Burlington and Quincy Railroad.**

We gave in our issues of April 15, 1876, and March 31, 1877, the Reports of the President and Directors for the years ending December 31, 1875 and 1876. Below will be found a comparative statement in detail of the earnings and operating expenses in those years:

Earnings:	1875.	1876.
From freight....	\$8,502,617 87	\$8,821,225 16
" passengers....	2,677,942 44	2,653,888 54
" mail, etc....	557,888 86	528,886 75
" interest & exchange....	52,912 86	53,844 40
	<b>\$11,791,361 03</b>	<b>\$12,057,794 85</b>

Expenses, viz:		
Train service....	\$505,826 49	\$557,618 27
Engine service....	639,985 14	704,695 58
Station service....	698,425 11	680,154 57
Water service....	74,741 45	64,280 64
Repairs track....	1,276,916 94	1,452,151 18
Repairs bridges....	253,692 01	282,100 64
Repairs fences....	20,206 29	33,724 62
Repairs buildings....	80,830 17	63,634 96
Repairs docks....	7,888 17	5 00
Loss and damage....	148,324 58	128,824 79
Fuel consumed....	634,575 10	626,404 51
General expenses....	530,551 55	547,681 23
Foreign agencies....	100,472 55	81,942 72
Stationery, etc....	60,570 60	58,618 28
Repairs cars....	554,388 02	559,934 88
Oil and waste....	96,855 74	94,178 48
Repairs locomotives....	402,747 68	394,079 82
Rent of cars....	36,689 17	149,431 63
	<b>\$6,120,676 76</b>	<b>\$6,475,261 79</b>

Taxes, State, County and city....	809,445 82	898,298 53
	<b>\$6,430,122 59</b>	<b>\$6,868,545 82</b>

Net earnings....	\$5,361,288 44	\$5,189,249 58
Add balance as per report of 1875....	4,361,567 27	

	89,550,816 80
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From which deduct—		
Rent of tracks....	884,268 18	
Interest on bonds....	1,991,056 79	
U. S. taxes....	24,940 83	
Sinking fund....	709,207 19	
Dividends, March and September, 1876, five per cent each....	2,749,066 37	
	<b>5,559,433 81</b>	

Balance to credit of income account, December 31, 1876.... \$3,991,388 49

Compared with the year 1875, the gross earnings of 1876 show an increase of \$265,602 28, with an increase in expenses of \$484,164 87—making a decrease in the net earnings of \$168,662 09. Excluding deferred tax on capital stock for 1874, paid in 1876, (\$138,808 83) the increase in expenses is only \$295,855 74, and the decrease in net earnings only \$29,868 46.

The number of miles of road operated at the beginning of the year was 1,297; Quincy, Alton and St. Louis Railroad leased Feb. 1, 1876, 46—total number of miles at the end of the year, 1,343. The average number of miles operated during the year was 1,339, against 1,268 in 1875—an increase of 71 miles.

The total number of passengers carried in 1876 was 2,215,783, against 2,019,484 in 1875—an increase of 196,299. Tons of freight hauled in 1876, 2,892,614; do. in 1875, 2,711,992—an increase of 180,622.

The equipment consists of 305 engines, 114 pas-

senger coaches, 2 parlor cars, 61 baggage, mail and express, 4,211 box freight, 1,725 platform and coal, 141 way, 2 office, 1 pay, 31 dump, 5 wrecking and tool, 1 piledriver, 421 hand and 361 rubble cars.

GENERAL ACCOUNT, December 31, 1876.

Capital stock.... \$27,227,810 00

Amount of B. & M. R. R. stock outstanding Dec. 31, 1876.... 370,432 51

**\$27,598,242 51**

Funded debt, viz:

Trust mortgage convertible sinking fund 8 per cent bonds, payable January 1, 1888.... 150,000 00

Trust mortgage inconvertible sinking fund 8 per cent bonds, payable January 1, 1888.... 2,570,000 00

Trust mortgage 7 per cent bonds, payable October 1, 1890.... 667,000 09

Seven per cent bonds payable January 1, 1896.... 1,918,475 00

Seven per cent mortgage bonds of 1903.... 10,433,000 00

Second mortgage bonds issued on account of Northern Cross road, payable at Frankfort-on-the-Main, interest at 4 1/2 per cent to July 1, 1875, and at 4 per cent from July 1, 1875, to July 1,

1890.... 891,000 00

C. B. & Q. 5 per cent bonds, payable June 1, 1896.... 448,000 00

B. & M. old mort. 8s. on first sec-  
tion, due Feb. 1, 1876.... 31,600 00

B. & M. land and road mort. 7s. due Oct. 1, 1893.... 4,638,250

B. & M. C. B. & Q. contract bonds, third series 8s., redeemable in stock July 1, 1878.... 298,500

B. & M. plain bonds, 8s., convertible, due April 1, 1879.... 289,500

B. & M. plain bonds, 8s., convertible, due July 1, 1889.... 401,000

B. & M. mort. bonds on Red Oak Branch, con-  
vertible, due July 1, 1894.... 280,000

Total funded debt, bearing an average rate of interest of 7 per cent \$22,986,825 01

Contingent liabilities (\$4,515,000):

American Central Railroad bonds.... \$886,000 00

Peoria and Hannibal R. R. bonds.... 227,000 00

Keokuk and St. Paul R. R. bonds.... 318,000 00

Dixon, Peoria and Hannibal Rail-  
road bonds.... 563,500 00

Carthage & Burlington R. R. bonds.... 266,000 00

Quincy & Warsaw Railroad bonds.... 725,000 00

Ottawa, Oswego and Fox River Valley Railroad bonds.... 1,079,000 00

Illinois Grand Trunk R. R. bonds.... 900,500 00

Unclaimed dividends.... 4,698 75

Unpaid accounts and vouchers.... 200,215 82

Unpaid coupons and pay rolls.... 166,492 67

Bills payable.... 2,048,575 00

B. & M. R. R. Land Grant.... 42,830 16

**2,457,807 40**

Sinking fund.... 2,072,962 07

Income account.... 3,991,388 49

Land grant sinking fund.... 1,114,639 90

Profit and loss.... 151,582 29

Total receipts of local aid to B. & M. and branches.... 382,070 47

**\$65,270,008 08**

Cost of construction.... \$39,220,289 28

Cost of equipment.... 8,986,754 70

**\$48,207,048 98**

Cost of branch roads:

American Central Railroad.... 1,877,528 02

Peoria and Hannibal Railroad.... 969,262 41

Keokuk and St. Paul Railroad.... 1,479,513 67

Dixon, Peoria and Hannibal R. R. 965,845 61

Carthage and Burlington Railroad.... 825,549 62

Quincy and Warsaw Railroad.... 983,723 48

Ottawa, Oswego and Fox River Valley Railroad.... 1,825,762 08

Dixon and Quincy Railroad.... 80,179 47

Illinois Grand Trunk Railroad.... 1,448,314 09

Chicago and Rock River Railroad.... 606,468 75

Albia, Knoxville and Des Moines Railroad.... 462,000 00

**\$10,973,642 20**

Chicago and Iowa Railroad stock.... \$404,552 77

Chicago teams.... 4,265 00

Material on hand for future use.... 518,447 83

Trustees B. & M. R. R. Land Grant.... 862,484 74

Trustees C. B. and Q. Sinking Fund.... 619,171 38

**2,408,921 22**

Due from accounts and bills receivable.... \$1,633,957 71

Due from P. O. department.... 45,103 62

Due from St. Louis, Rock Island and Chicago Railroad.... 1,985,088 05

Cash in Treasury.... 16,251 25

**8,680,395 63**

Balance to credit of income account, December 31, 1876.... \$65,270,003 08

President.—ROBERT HARRIS.

Vice President.—C. E. PERKINS.

Directors.—John M. Forbes, Sydney Bartlett, John N. Denison, Charles J. Paine, T. Jefferson Coolidge, Boston, Mass.; John N. A. Griswold, Newport, R. I.; William J. Rotch, New Bedford, Mass.; Peter Geddes, James M. Walker, Robert Harris, Chicago, Ill.; Charles E. Perkins, Burlington, Iowa.

Chairman of Board.—J. N. A. GRISWOLD.

Clerk & Assistant Treasurer.—JOHN N. DENISON.

Gen'l Superintendent.—WILLIAM B. STRONG.

Treasurer and Secretary.—AMOS T. HALL.

Gen'l Solicitor and Counsel.—J. M. WALKER.

General Auditor.—GEORGE TYSON.

**Improvements in Portable Engines.**

To even the most casual observer it must be apparent that many of the out-door operations in the industrial arts as well as in agricultural pursuits are now accomplished far more expeditiously and easily by the aid of steam machinery than when manual labor only was employed. Ships are now loaded and unloaded, piles are driven for wharves and buildings, coal is transported from wharf to yard, lumber is cut and grain threshed, all by labor-saving machinery. These important results have been attained principally by the introduction of what are familiarly known as portable engines. The improvements in this class of machinery have been of late years very marked; the neat designs, compactness and efficiency observable are highly creditable to the manufacturers whose aim has been to furnish strong, durable and in all respects first-class machines.

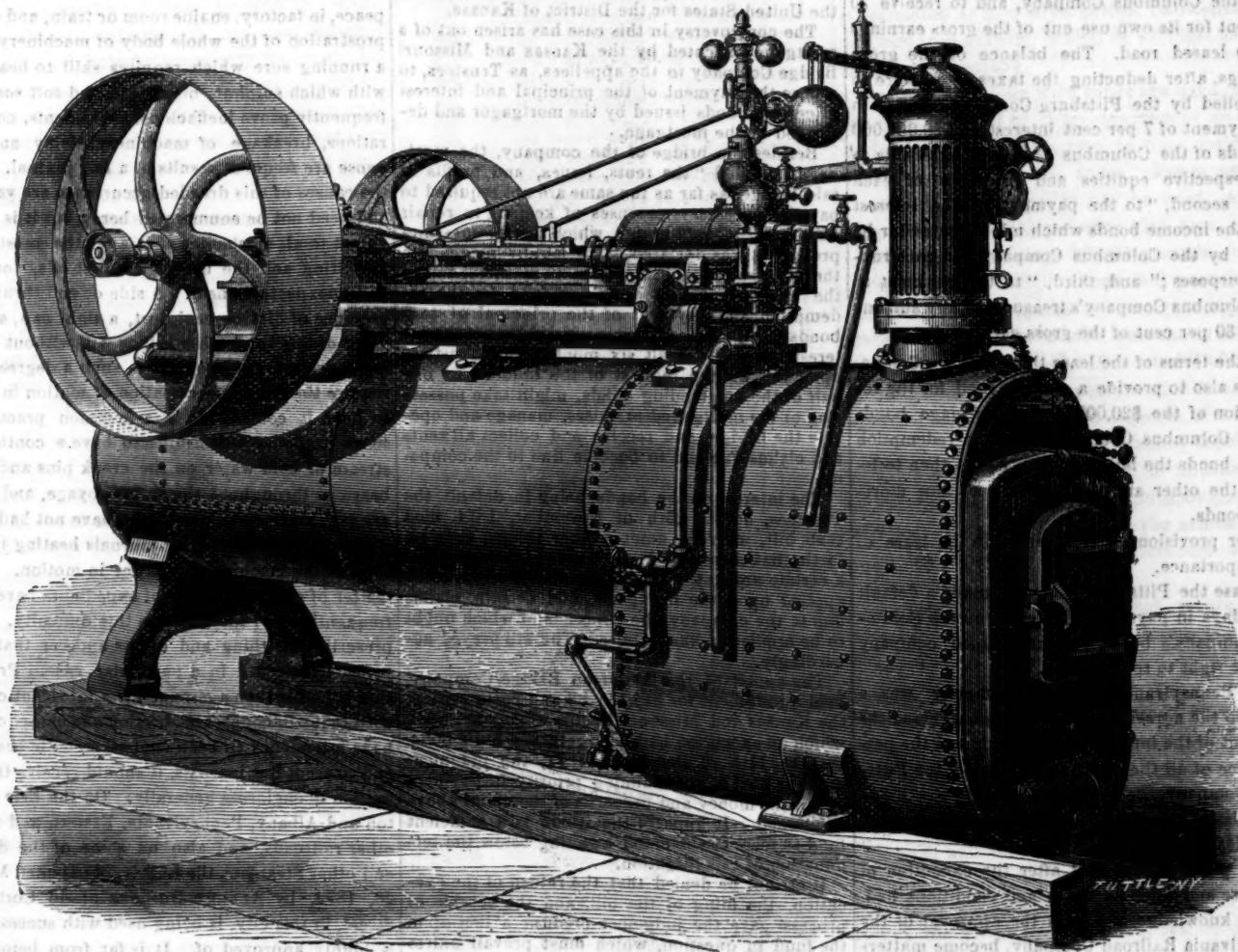
Among the most prominent establishments where the construction of portable steam en-

gines is made one of the specialties, are these semi-circular form; it is strongly stayed and Erie City Iron Works at Erie, Pa. At these works, steam engines, boilers, and other machinery are constructed. The annexed engraving represents one of the improved portable engines made by the company, of which, on account of its superior excellence, we give a technical description. The two most prominent features in the general design seem to be a large boiler and a compact engine. Careful examination discloses strength, simplicity, and a judicious arrangement that enables easy management. The boiler is of the locomotive type, having horizontal tubes and a capacious firebox, the bottom of which is rounded off in a

valve, glass water gauge, gauge cocks, steam gauge, whistle, etc., are all of the best description and most approved patterns. The smoke stack is placed on the top between the driving pulleys; into this the exhaust pipe enters and extra blast is thus provided for, as in locomotives. The smoke box and fire doors allow the tubes to be easily cleaned and examined. On the arch of the firebox is a cast iron casing and steam dome. In the crown sheet there is a fusible plug which will melt and cause the fire to be put out in case of low water. The boiler has ample capacity and steams freely with easy

firing. The boilers of these portable engines are thoroughly tested at 150 lbs pressure.

Reference being made to the engraving, it will be seen that the engine is of the plain horizontal type, with the bed seated on saddles bolted to the boiler. This arrangement allows the engine to be disconnected from the boiler and placed at either side on the floor or set up on an independent foundation wherever desired. The feed pump and heater are placed at the side of the steam cylinder and bed. This arrangement allows the heater to be readily detached, prevents all heating of bearings, (as is the case when the heater is inside the bed,) and in the case of freezing and bursting



IMPROVED PORTABLE ENGINE AS CONSTRUCTED AT THE ERIE CITY IRON WORKS, ERIE, PA.

it can be replaced at small expense; the pump can feed independently of the heater. The piston and valve rods are of the locomotive pattern and the cylinders are fitted with Dunbar's Patent Self-Adjusting Packing rings, which require no attention, are economical and do not cut the cylinder. The crank shaft is cut from a solid forging and has no welds; all the bearings and wearing surfaces are large and suited for high speed.

Of the description of portable engine represented here the Erie City Iron Works construct various sizes, varying from six to forty

horse power. One of six horse power has the following dimensions and proportions:

Diameter of cylinder, 6 inches.

Length of stroke, 6 inches.

Usual number of revolutions, 200.

Diameter of pulleys, 24 and 30 inches.

Face of pulleys, 6 $\frac{1}{2}$  and 8 $\frac{1}{2}$  inches.

Diameter of boiler, 26 inches.

Length of furnace, 34 inches.

Width of furnace, 21 inches.

Height of furnace, 33 inches.

Number of tubes (all 3 inch), 17.

Length of tubes, 58 inches.

Estimated weight, complete, 4,150 pounds.

One of 30 horse power has a cylinder 12 inches diameter, a stroke of 15 inches, and a weight of about 14,000 pounds.

These engines can be fastened to timbers as represented or mounted on wheels and easily transported from place to place as occasion may require.

They can be seen at the company's ware and sales-rooms at No. 45 Cortlandt Street, in this city, where all information can be obtained in regard to the various machinery made by this company.

## LAW DEPARTMENT.

EDITED BY R. STUART WILLIS.

Special Term, New York Supreme Court—Augustus C. Brown vs. The Pennsylvania Railroad Company.

This important case came up on demurrer to the complaint, on the 26th ult. It appears from the complaint that on January 22, 1869, the Columbus, Chicago and Indiana Central Railway Company was leased to the Pittsburg, Cincinnati and St. Louis Railway Company for 99 years from February 1, 1869, with perpetual renewals at the option of the lessee.

The Pittsburg Company agreed to maintain the leased road in good condition and to perform toward the public all the obligations due to it from the Columbus Company, and to receive 70 per cent for its own use out of the gross earnings of the leased road. The balance of the gross earnings, after deducting the taxes, etc., were to be applied by the Pittsburg Company: first, "to the payment of 7 per cent interest on \$20,000,000 of bonds of the Columbus Company agreeable to the respective equities and priorities of each bond; second, "to the payment of the interest upon the income bonds which might thereafter be issued by the Columbus Company for construction purposes;" and, third, "to the payment to the Columbus Company's treasurer of any surplus of the 80 per cent of the gross earnings."

By the terms of the lease the Pittsburg Company was also to provide a sinking fund for the redemption of the \$20,000,000 of mortgage bonds of the Columbus Company. On the redemption of said bonds the latter company was then to issue to the other an equal amount of new mortgage bonds.

Other provisions were inserted in the lease of less importance.

In case the Pittsburg Company made a default of 60 days in payment of interest on the Columbus Company's bonds the last named company had the right to re-enter, etc.

The Pennsylvania Railroad Company was a party to the agreement, and fully guaranteed the payment of the interest on the bonds and the performance of all the other covenants by the Pittsburg Company.

The last named company went into possession of the leased road.

The plaintiff says that after the execution of the lease and after its terms and conditions had, to the knowledge and with the approval of the Pennsylvania Railroad Company, become matters of public notice in the New York market, he bought three of the consolidated first mortgage bonds of the Columbus Company relying on the faith of the Pennsylvania R. R. Co.'s guarantee. Plaintiff claims that the interest coupons were paid as they fell due up to the month of April, 1875. Plaintiff sues to recover the amount of the unpaid coupons.

This is a test suit, the result of which will determine the Pennsylvania R. R. Co.'s liability under the agreement. The Pennsylvania R. R. Co. demurred to the complaint on the ground of a defect of parties defendant and for several other reasons; among which was one that no legislative sanction was alleged for the execution of the lease. It was claimed also by the Pennsylvania

Railroad Company that the lease being under seal the plaintiff, not being a party or privy to it, cannot recover. The lease, it is claimed, was merely intended for the benefit of the parties to it, and not intended to give any trust in relation to or any beneficial interest in third parties. Judge Donohue reserved his decision which we will probably be able to publish in our next issue. The case creates great interest, as it involves millions of dollars.

## Creditor's Lien on Property Foreclosed under Mortgage.

The following decision has been rendered in the United States Supreme Court:

No. 804—The American Bridge Company, appellant, vs. Max Heidebach and Milton Court-right, Trustees.—Appeal from the Circuit Court of the United States for the District of Kansas.

The controversy in this case has arisen out of a mortgage executed by the Kansas and Missouri Bridge Company to the appellees, as Trustees, to secure the payment of the principal and interest of certain bonds issued by the mortgagor and described in the mortgage.

Besides the bridge of the company, the mortgage included "the rents, issues, and profits of said bridge, as far as the same are not required to pay the necessary expenses of keeping in repair and operating said bridge, which rents, issues, and profits," it was declared, "are hereby pledged to the payment of said interest as it matures, and to the establishment of a sinking fund for the redemption and payment of the principal of said bonds," etc. It is further provided that if the interest were in default six months, the Trustees, upon the written request of the holders of one half of the outstanding bonds, might take possession of the mortgaged premises, manage and operate the bridge, and receive and collect all rents and claims due and to become due to the company.

The interest on the bonds being in default, the Trustees, on the 25th of November, 1874, filed their bill, wherein, among other things, they set forth, that there was in the hands of the company a certain amount of money due which ought to be applied upon the mortgage, and certain claims due to the company the proceeds of which ought to be applied in like manner. The bill prayed accordingly.

The appellant, the American Bridge Company, held a judgment for \$15,485 88 and costs against the Kansas and Missouri Bridge Company, upon which an execution had been returned nulla bona. On the 11th of December, 1874, the judgment creditor filed a bill claiming priority of payment out of the money and proceeds of the claim above mentioned. It appears that there is a sufficient fund to meet the demand awaiting below the termination of this litigation.

It cannot be denied that the return of the execution, the filing of the bill, and the service of process gave the judgment creditor a lien upon the fund in question, which must prevail unless the mortgagees have shown a paramount right to it. (Miller vs. Sherry, 2 Wall., 249; 2 Barb., Chy. Pr., 2 revised ed., 157, note 13.)

The question as to the right claimed by the Trustees is conclusively settled against them by Galveston Railroad Company vs. Cowdrey, 11 Wall., 460, and Gilman vs. Telegraph Company, 91 U. S. Rep. S. C., 608. Both these cases, as regards this point, present exactly the same legal aspect as the case before us. It is unnecessary to reproduce at length what was said in those adjudications.

In this case, upon the default which occurred, the mortgagees had the option to take personal possession of the mortgaged premises, or to file a bill having a Receiver appointed, and possession delivered to him. In either case the income would thereafter have been theirs. Until one or the other was done the mortgagor, as Lord Mansfield said, in Chinnery against Black, (3 Doug., 891,) was "owner to all the world and entitled to all the profits made." The mortgage could have no retrospective effect as to previous income and earnings. The bill of the Trustees does not affect the rights of the parties. It is an attempt to extend the mortgage to what it cannot be made to reach. Such a proceeding does not create any new right. It can only enforce those which exist already. The bill of the Trustees is as ineffectual as if the fund were any other property, real, personal or mixed, acquired by the mortgagees aliiunde and never within the scope of the mortgage. Reversed.

Mr. Justice Swayne delivered the opinion.

## Prevention of Hot Journals.

Whether in the manufactory, the steamship or the locomotive, a hot journal is a dangerous annoyance, dreaded by every engineer who has care of machinery; it is a disturbance of the general peace, in factory, engine room or train, and causes prostration of the whole body of machinery; it is a running sore which requires skill to heal, but with which sulphur, black lead and soft soap too frequently prove ineffectual. Accidents, conflagrations, breakage of machinery, delay and expense are frequent results of a hot journal. Now the causes of this dreaded occurrence are various, and need not be enumerated here; but it is a fact patent to all mechanics that after the most careful fitting and the use of the best oils, journals will unexpectedly heat. A side or end thrust, the presence of dirt or coal dust, a tight cap, a shaft "out of line" and other things will without warning cause a journal to heat to such a degree as to require the complete cessation of motion in order to have it cooled. It is a common practice in screw propeller steamships to have a continuous stream of cold water on the crank pins and shaft bearings throughout the entire voyage, and there are few marine engineers who have not had their patience severely tried by journals heating just as soon as the machinery was put in motion. As a matter of course all kinds of expedients have been frequently tried to overcome this difficulty. Some prescribe one thing and others another that happened to succeed in a particular case. Prevention is better than a cure and if a lubricant can be used that will counteract friction and consequently have a tendency to keep cool all metallic bearings and prevent hot journals, it should receive the attention of engineers generally. On the Erie, Boston and Albany, Pennsylvania, Eastern and many other railroads, and also on some of the Sound and other Steamers, the Lubricant patented March 26, 1872, by ALBERT BRIDGES of 46 Cortlandt Street, in this city, is being used with success and is highly approved of. It is far from being one of those compounds compounded to confound engineers who repeatedly confess that with the purchase of them they were sold themselves, but is carefully prepared especially for the purpose, and since its introduction has proved highly efficacious and valuable. This Lubricant is of a magnesian character, is free from all grit, and is furnished in the form of a paste. On railroad journals, shafting, etc., when applied from the top of the bearing, three or four pounds of the Lubricant to one gallon of oil, well mixed, is the substance used. This does not coagulate, and proves equal in service to about three gallons of the best oil. Respecting the application to a hot journal, Mr. Bridges says: "as soon as a hot journal is discovered, no matter how hot, use no water, but apply

the paste to the journal as directed and there will be no necessity for delaying the train to cool off and repack the journal. If the journal is very hot it may burn out the oil, with which the Lubricant is mixed, but it will not destroy in the least the anti-friction properties of the Lubricant which is perfectly *incombustible*. The Lubricant can be used on the finest class of machinery with perfect safety."

**A New Hydraulic Elevator.**

An examination of the accompanying engraving will give the reader a good insight into the general arrangement of a new elevator, manufactured at the Burdon Iron Works, corner Front and Pearl streets, Brooklyn, N. Y. This elevator differs materially from others hitherto introduced, and has advantages and good features peculiarly its own. It is free from all complication, is inexpensive in first cost, highly economical in operation and space, easily operated, and not liable to get out of order, or to need constant repairs. A personal examination, thorough in its character, enables us to speak in this confident manner, and we feel assured that our opinion coincides with that of experts in machinery.

This hydraulic machine consists of a hollow cast iron base, upon which is placed a large cast iron pipe, bored and fitted with a piston. Inside the base is an iron drum, through which is a shaft extending through each side of the base, and having a large drum securely fitted on each end. From each of these drums two or more wire ropes run to the top of the building, over suitable grooved wheels, and down through the car. Each end of the ropes is secured to an iron shaft at the bottom of the car, one rope winding around the shaft one way, and the other the contrary way. Connected with this shaft is a wedge brake, which, should either rope break, would instantly throw a strain on the other rope, and this would cause the shaft to turn, and throw the wedge in, stopping the car before it could go one inch. Around the iron drum in the base are two chains—one end of each is securely fastened to each end of the drum, and the other ends to the piston in the pipe.

The power to operate this machine is the pressure of water from the city main, or from a cistern in the upper story. At the bottom of the base is a three-way valve, on the stem of which is a grooved wheel, and a corresponding one at the top of the building. These wheels are connected by a small wire rope, running up through the car.

When the water is let on to the base, it acts on the piston, inside the iron pipe, which causes the piston to move upwards, and unwinds the chain on the drum, causing the large drums to revolve, winding up the wire rope, and hoisting the car. When the car has ascended as high as required, a pull of the small rope reverses the valve, and lets the car descend, as fast as the operator wishes. There are stops on the top and bottom, connected

with the car and the small wire rope, so that the car will stop itself at top or bottom. It will be seen that the whole machine is remark-

ably simple and safe, with but few moving parts to keep in order, and that it is easily managed. There are only three joints to be kept tight,

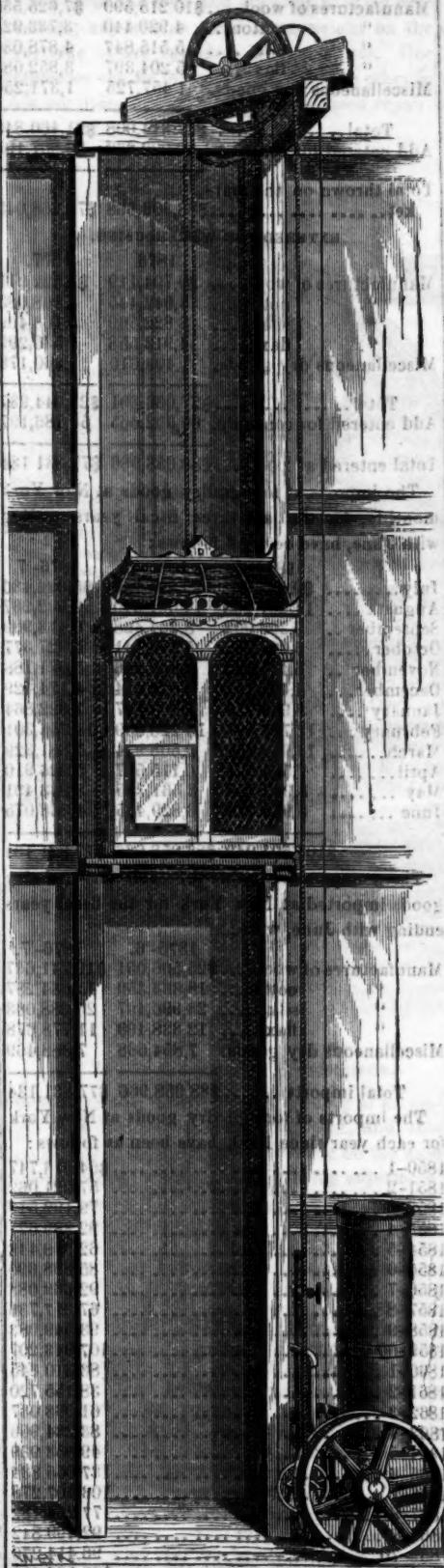
viz., the piston in the cylinder, and two ends of the drum shaft running through the base. These are kept tight by what is known as a hydraulic cup packing made of leather. Another important feature of the machine is that it can be placed in the under cellar. The only cutting required is for the car—3 by  $2\frac{1}{2}$  feet—which is large enough for a private house. The pressure of the city water is all that is required. Almost all towns of any size now have water-works, and the cost of water is from one to two cents per hundred gallons. An elevator carrying four persons, as many as would need to ride in a private house at one time, would cost about one cent for every full four-story trip, and less for shorter distances. This is estimated at Brooklyn prices, two cents per one hundred gallons, which is as high as any city in the country.

From two to four wire ropes are used, varying from one-half to three-quarters of an inch in diameter; also from two to four chains, of the same size as the ropes. For a private house, two wire ropes would be used, capable of sustaining 16,000 pounds; also two chains capable of sustaining 32,000 pounds. Four persons would weigh about 600 pounds, and the car being balanced by separate rope and weights, the weight of the persons is all that is required to be raised. For a hotel elevator, to raise ten or twelve persons at a time, four wire ropes, would be used capable of sustaining 60,000 pounds, and four chains, capable of sustaining 120,000 pounds. The unusual preponderance of strength over and above what is really required, should relieve the minds of the most timid while riding on elevators of this class.

In hotels and public buildings, where steam is used, the extra cost of pumping the water into a tank in the attic would not be more than half a cent per hundred gallons. The consumption of water in this elevator is only one way, going up—no water is used while coming down; and the operation is so smooth and quiet that persons in the car would hardly know they were in motion. The method of stopping and starting is as easy as turning on and off the faucet of a water basin. It is now generally conceded that it costs much less to pump the water to supply a hydraulic elevator than to run a steam elevator, as in the latter steam is consumed during the descension of the car.

About 200 men are employed on the new Hillsboro' and Petersboro' Railroad, and the work is being pushed as fast as possible. The greatest grade will be about 50 feet to the mile, and the cuts and fills will be light, as the road follows the Contoocook river the entire distance. The cost will be \$280,000.

Four hundred convicts from the penitentiary at Richmond have been put to work on the Buchanan and Clifton Forge Railroad, which is to unite the Chesapeake and Ohio Railroad with the James River and Ohio Canal.



**HYDRAULIC ELEVATOR FOR HOTELS AND RESIDENCES.**  
A very simple and safe, with but few moving parts to keep in order, and that it is easily managed. There are only three joints to be kept tight,

THE AMERICAN RAILROAD JOURNAL.

**Imports of Dry Goods at New York.**

The imports of foreign dry goods at New York for the month of June, were:

**ENTERED FOR CONSUMPTION.**

	1876.	1877.
Manufactures of wool...	\$461,674	\$447,816
" cotton...	592,998	768,468
" silk...	994,885	1,288,267
" flax...	456,068	460,161
Miscellaneous dry goods...	308,106	271,271

Total..... \$2,818,221 \$3,175,467

**WITHDRAWN FROM WAREHOUSE.**

	1876.	1877.
Manufactures of wool...	\$414,521	\$247,559
" cotton...	824,376	174,180
" silk...	286,193	199,693
" flax...	358,107	197,680
Miscellaneous dry goods...	72,148	69,720

Total..... \$1,480,845 \$888,782

Add entered for consump. 2,818,221 3,175,467

Thrown upon market.... \$4,243,566 \$4,064,249

**ENTERED FOR WAREHOUSING.**

	1876.	1877.
Manufactures of wool...	\$426,754	\$368,859
" cotton...	179,926	219,470
" silk...	178,585	208,999
" flax...	160,850	258,116
Miscellaneous dry goods...	66,649	107,164

Total..... \$1,016,264 \$1,162,608

Add entered for consump. 2,818,221 3,175,467

Total entered at the port. \$8,829,485 \$4,338,075

The imports of foreign dry goods at New York for six months from January 1, were:

**ENTERED FOR CONSUMPTION.**

	1876.	1877.
Manufactures of wool...	\$6,565,561	\$5,484,225
" cotton...	7,726,426	7,447,817
" silk...	9,206,782	9,784,026
" flax...	4,223,314	4,957,866
Miscellaneous dry goods...	8,285,678	2,946,830

Total..... \$31,007,761 \$30,519,766

**WITHDRAWN FROM WAREHOUSE.**

	1876.	1877.
Manufactures of wool...	\$4,458,241	\$2,271,123
" cotton...	2,952,892	2,091,782
" silk...	2,908,519	2,619,698
" flax...	2,891,792	2,182,202
Miscellaneous dry goods...	870,121	771,285

Total withdrawn from warehouse..... \$14,081,565 \$10,936,090

Add entered for consump. 31,007,761 30,519,766

Total thrown on the market.... \$45,089,326 \$41,455,856

**ENTERED FOR WAREHOUSING.**

	1876.	1877.
Manufactures of wool...	\$4,369,084	\$3,263,989
" cotton...	2,767,622	2,021,887
" silk...	2,785,481	2,469,061
" flax...	2,535,477	1,902,820
Miscellaneous dry goods...	829,072	742,447

Total entered warehouse \$18,286,736 \$10,889,204

Add entered for consump. 31,007,761 30,519,766

Total entered at port. \$44,244,497 \$40,858,970

The imports of foreign dry goods at New York for the fiscal year ending with June, were:

**ENTERED FOR CONSUMPTION.**

	1876.	1877.
Manufactures of wool...	\$15,711,932	\$12,218,726
" cotton...	13,820,903	12,166,202
" silk...	18,178,839	18,245,594
" flax...	7,424,988	8,248,879
Miscellaneous dry goods...	8,861,053	6,028,296

Total..... \$60,992,865 \$56,907,197

**WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.**

	1876.	1877.
Manufactures of wool...	\$10,215,599	\$7,826,550
" cotton...	4,920,440	3,738,921
" silk...	5,515,847	4,878,036
" flax...	5,204,397	3,852,085
Miscellaneous dry goods...	1,457,725	1,371,256

Total..... \$27,814,008 \$21,460,848

Add entered for consump. 60,992,660 56,907,197

Total thrown on the market.... \$88,806,668 \$78,368,045

**ENTERED FOR WAREHOUSING.**

	1876.	1877.
Manufactures of wool...	\$9,794,119	\$7,522,911
" cotton...	5,042,445	3,468,085
" silk...	5,822,569	5,163,469
" flax...	4,918,558	3,530,299
Miscellaneous dry goods...	1,498,610	1,360,173

Total..... \$27,066,301 \$21,044,937

Add entered for consump. 60,992,665 56,786,197

Total entered at port.... \$88,058,966 \$77,831,184

The imports of foreign dry goods at New York monthly, for the last three fiscal years ending with June, have been as follows:

	1874-'5.	1875-'6.	1876-'7.
July.....	\$9,898,362	\$6,991,740	\$5,092,436
August.....	14,267,208	14,091,640	9,532,287
September.....	9,306,002	8,264,468	6,473,999
October.....	6,090,682	5,795,141	5,287,377
November.....	6,474,822	5,830,286	5,871,188
December.....	4,468,117	3,841,244	4,174,429
January.....	8,939,914	8,000,537	7,822,864
February.....	12,710,963	13,228,859	11,756,301
March.....	14,948,888	9,508,934	7,881,829
April.....	7,504,691	6,115,507	5,226,910
May.....	5,948,328	3,561,175	3,883,491
June.....	5,953,772	3,829,485	4,338,075

\$106,501,249 \$88,058,966 \$77,831,184

The comparative value of each class of dry goods imported at New York for the fiscal years ending with June, were:

	1875-'6.	1876-'7.
Manufactures of wool...	\$25,506,051	\$19,741,637
" cotton...	18,368,350	15,634,287
" silk...	23,696,407	23,288,068
" flax...	12,338,490	11,778,678
Miscellaneous dry goods...	7,854,668	7,888,469

Total imports..... \$88,058,966 \$77,831,184

The imports of foreign dry goods at New York for each year since 1850, have been as follows:

	1850-1	1851-2	1852-3	1853-4	1854-5	1855-6	1856-7	1857-8	1858-9	1859-60	1860-1	1861-2	1862-3	1863-4	1864-5	1865-6	1866-7	1867-8	1868-9	1869-70	1870-1	1871-2	1872-3	1873-4	1874-5	1875-6	1876-7	1877-8	1878-9	1879-80	1880-81	1881-82	1882-83	1883-84	1884-85	1885-86	1886-87	1887-88	1888-89	1889-90	1890-91	1891-92	1892-93	1893-94	1894-95	1895-96	1896-97	1897-98	1898-99	1899-00	1900-01	1901-02	1902-03	1903-04	1904-05	1905-06	1906-07	1907-08	1908-09	1909-10	1910-11	1911-12	1912-13	1913-14	1914-15	1915-16	1916-17	1917-18	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24	1924-25	1925-26	1926-27	1927-28	1928-29	1929-30	1930-31	1931-32	1932-33	1933-34	1934-35	1935-36	1936-37	1937-38	1938-39	1939-40	1940-41	1941-42	1942-43	1943-44	1944-45	1945-46	1946-47	1947-48	1948-49	1949-50	1950-51	1951-52	1952-53	1953-54	1954-55	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	1968-69	1969-70	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	

The compressors have a stream of water running in with the air, which takes up the heat, and also serves the double purpose of lubrication and filling up the lost space between the piston and the head of the cylinder, so that no air is left to expand back in the cylinder when the piston starts back on the return stroke. The compression piston is packed with the best manilla hemp, saturated with a composition which the maker will claim to be the best and simplest packing ever invented; any how as there is no weight on the lower side of the cylinder, it cannot cut. One important feature in machinery that may need in-compressor can be disconnected from the other incidental looking after, as is the case with valves, a few minutes, so that if one should need repair especially when working under high pressures.

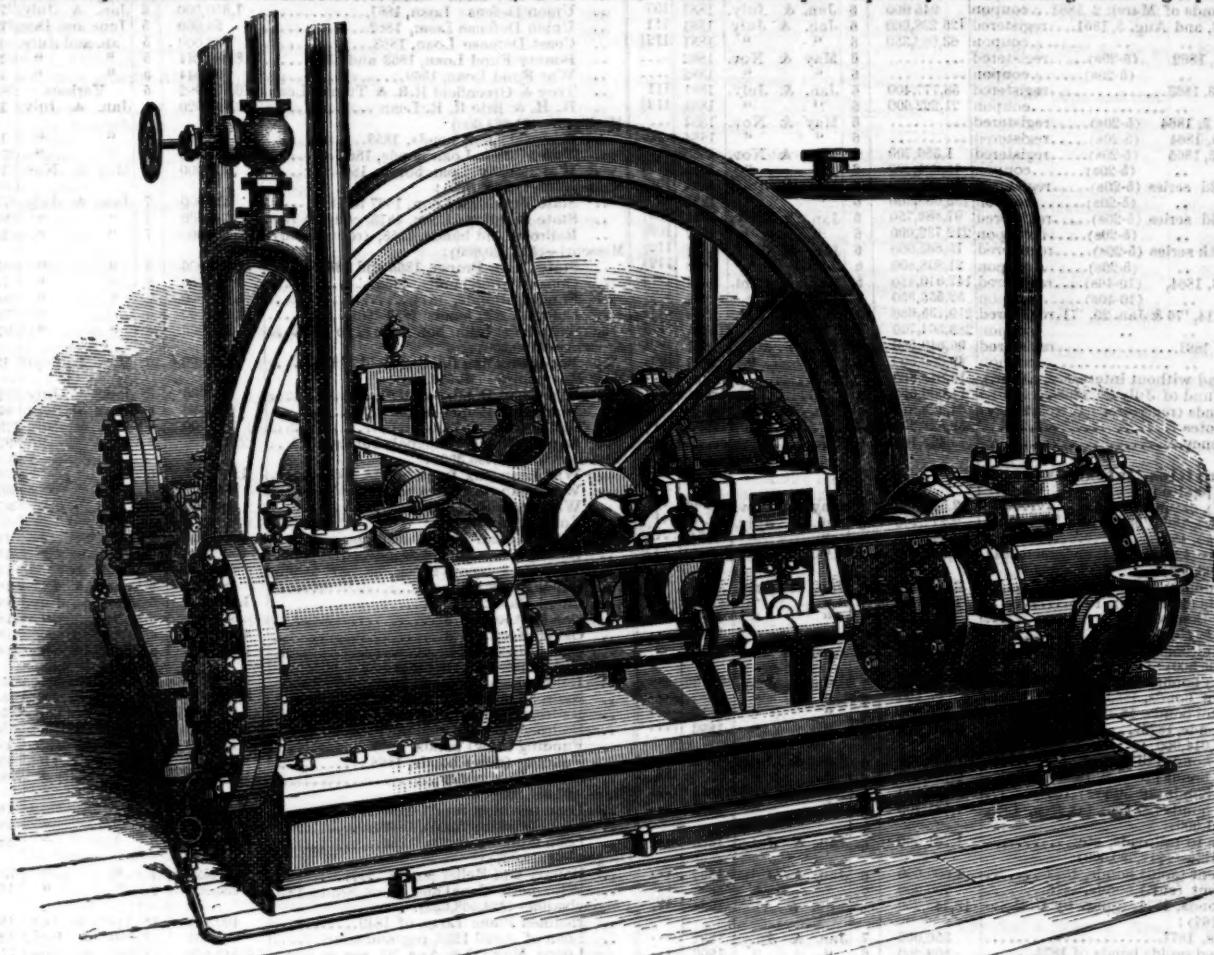


Fig. 1.—IMPROVED AIR COMPRESSOR.

The claim that these air compressors do a comparatively larger amount of work than others of their size and cost, we believe to be well founded, as they possess an important new feature which we will now explain. It is well known that a valve which has to be opened by pressure alone, will, at the moment of its starting, require a greater pressure, because the part acted upon by this pressure is always smaller than the total surface of the valve; but if once started so that the pressure of the air can act upon its whole surface, it will easily be kept open to give exit to the compressed air. Mr. Clayton found practically that when compressing air to 60 pounds, the valves would not start before the pressure in the cylinder had reached say 90 pounds. This of course involves a considerable loss of power and effectiveness of the whole machine, and he therefore invented a special arrangement to start the valves giving exit to the compressed air as soon as the pressure has reached any given amount, say 60 pounds. This is accomplished by a few short levers inside the box containing these valves,

which levers are moved by the turning of an air-tight axis inclosed in a packing-box, and this axis is moved by a separate eccentric on the axis of the fly-wheel, which eccentric, being adjustable, may be set to any pressure. This arrangement

is used in the city, and in the tunnel through the rocks at Ninety-second street. One engineer testified that he ran seven rock drills, two steam-pumps, and two hoisting machines, with the compressed air furnished by one of these double compressors, and this with the consumption of 70 hundred weight of coal in 24 hours, and all agreed respecting their noiseless motion, smooth uninterrupted run, and absence of repairs.

We close with the remark that our readers are doubtless aware that some parties claim that they have the exclusive right to compress air for mechanical purposes; but this claim is a fraud on the public. It has been done for generations, and parties making, selling, or buying air compressors, need not fear any claims against the right to make, sell, or use them. It would be well that all persons needing air compressors should carefully examine their merits, and by personal calculation see the number of cubic feet of air given by various makes of compressors; this would show them which give the greatest amount of air for the same amount of money.

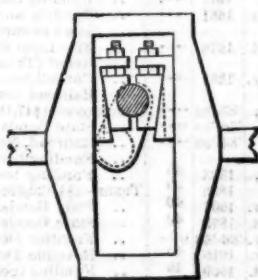


FIG. 2.

was patented by Mr. James Clayton, Jan. 16th, 1877.

These compressors have been satisfactorily used for the driving of rock drills and supplying air to the tunnels of the 4th avenue improvement in this

## NATIONAL AND STATE SECURITIES.

Interest							Interest						
Amounts outstanding	Interest	When payable	Market price	Amounts outstanding	Interest	When payable	Market price	Amounts outstanding	Interest	When payable	Market price	Amounts outstanding	Interest
<b>National Securities, July 1, 1877.</b>													
Loan of June 14, 1858.....	\$260,000	5 Jan. & July.	1874		Massachusetts—(\$29,465,204):								
..... registered	15,815,000	6 Jan. & July.	1880	111	..... Lunatic Hospital Loan, 1874.....	650,000	5 Jan. & July.	1894					
Loan of February 8, 1861.....	4,600,000	6 " " "	1880	112	..... Harbor Land Improvement bonds, 1874	400,000	5 " " "	1894	110				
..... coupon	945,000	5 Jan. & July.	1881	107	..... Back Bay Land bonds, 1861 and 1862	220,000	5 May & Nov.	1880	108				
Oregon War Bonds of March 2, 1861.....	126,238,000	6 Jan. & July.	1881	111	..... Union Defense Loan, 1861.....	1,850,000	6 Jan. & July.	17-76	115				
Loan of July 17, and Aug. 5, 1861.....	63,083,350	6 " " "	1881	112	..... Union Defense Loan, 1862.....	50,000	5 June and Dec.	17-78	109				
..... registered					..... Coast Defense Loan, 1863	888,000	5 Jan. and July	1883	111				
Loan of Feb. 25, 1862 (5-20s).....	58,777,400	5 May & Nov.	1882		..... Bounty Fund Loan, 1863 and 1864	8,380,244	5 " " "	1894	110				
..... registered	21,222,900	6 " " "	1882		..... War Fund Loan, 1869.....	999,944	5 " " "	1899					
Loan of March 3, 1863.....	58,777,400	6 Jan. & July.	1881	111	..... Troy & Greenfield R.R. & Tunnel Loan	10,971,992	5 Various	188-94	109				
..... registered	21,222,900	6 " " "	1881	112		3,599,020	5 Jan. & July.	1900					
..... coupon					Michigan—(\$1,684,000):								
Loan of March 3, 1864 (5-20s).....	58,777,400	6 May & Nov.	1884		..... Renewal Loan bonds, 1858.....	105,000	6 " " "	1878	100				
Loan of June 30, 1864 (5-20s).....	58,777,400	6 May & Nov.	1886		..... Two Million Loan bonds, 1863.....	1,082,000	6 " " "	178-88	101				
Loan of March 3, 1865 (5-20s).....	1,386,700	6 May & Nov.	1886		..... War Bounty Loan bonds, 1865.....	366,000	7 May & Nov.	1890	110				
..... registered					Massachusetts—(\$2,755,000):								
..... coupon	16,901,200	6 " " "	1885		..... State Buildings Loan, 1867 to 1869.....	250,000	7 Jan. & July.	177-79					
..... registered	69,568,550	6 Jan. & July.	1885	106	..... State Buildings Loan, 1873, coupon.....	230,000	7 " " "	83-93					
..... 2d series (5-20s).....	133,085,500	6 " " "	1885	106	..... Railroad Aid bonds, 1858 (repudiated)	2,275,000	7 " " "	1887					
..... coupon	97,889,750	6 Jan. & July.	1887	109	Missouri—(\$17,389,000):								
..... registered	212,732,000	6 " " "	1887	109	..... State Debt Proper, 1863 and 1868.....	439,000	6 " " "	81-91	106				
..... 3d series (5-20s).....	16,665,000	6 Jan. & July.	1888	112	..... Consolidation bonds, 1868.....	2,727,000	6 " " "	1888					
..... coupon	21,808,500	6 " " "	1888	112	..... Funding Bonds, 1874.....	1,100,000	6 " " "	94-96	106				
..... registered	142,010,450	5 Mar. & Sept.	1904	121	..... Railroad Aid bonds, 1853-66.....	15,868,000	6 " " "	79-87	100				
..... coupon	52,555,850	6 " " "	1904	121	..... State Institution bonds, 1872 to 1874.....	505,000	6 " " "	92-94	105				
Loan of March 3, 1864 (10-40s).....	219,385,650	5 F. M. A. & N.	1881	111	Nevada—(\$160,000):								
..... registered	219,304,700	5 " " "	1881	112	..... Bonds funding floating debt, 1871.....	180,000	10 Mar. & Sept.	1881					
Funded Loan of 1891.....	90,649,5-0	4 M. J. S. & D.	1891	108	New Hampshire—(\$3,610,810):								
..... registered	49,350,500	4 " " "	1891	109	..... War Loan (tax free) bonds, 1861.....	1,000,900	6 " " "	78-84	108				
Debt matured and without interest (var.)	16,948,860	5 Due.			..... War Loan (tax free) bonds, 1863.....	900,900	6 " " "	86-96					
Navy Pension Fund of July 23, 1868 (var.)	14,000,000	3 Irr.			..... War Loan bonds, 1864.....	593,400	6 " " "	97-02					
Pacific R. R. Bonds (registered) (var.)	64,623,512	6 Jan. & July.	1885-90	123	New York—(\$29,776,787):								
United States Notes	359,528,238	6 " " "	1885-90	123	..... Bounty Loan bonds, coupon.....	1,057,000	7 " " "	1877	101				
Fractional Currency	23,465,137	6 " " "	1885-90	123	..... Bounty Loan bonds, registered.....	11,855,000	7 " " "	1877	101				
<b>State Securities, latest dates.</b>					..... State (Deficiency) Stock, '38, part at will.....	889,781	6 J. A. J. & O.	1878	106				
<b>Alabama—(\$21,670,810):</b>					..... Canal Stock (old).....	880,003	6 June and Dec.	1877	102				
..... Bonds (old), extended.....	2,582,800	5 May & Nov.	1886-92	41	..... Canal Stock, 1872.....	1,562,900	6 Jan. & July.	1887	120				
..... Bonds (new), 1866-'67 '73 and '73.....	2,212,700	5 Jan. & July.	1886-93	41	..... Canal Stock, 1873.....	847,500	6 " " "	1888	115				
..... Bonds (new), 1874.....	341,000	7 " " "	1884	109	..... Canal Stock, 1874.....	4,302,600	6 " " "	1891	119				
..... R. R. Loans (\$2,200,000) & endorsements	16,051,000	8 " " "	1880-91	17	..... Canal Stock, 1874.....	2,000,000	6 April & Oct.	1892	113				
<b>Arkansas—(\$12,728,086):</b>					North Carolina—(\$28,419,045):								
..... Bonds (Funding), 1869 and 1870.....	3,050,000	6 Jan. & July.	1890	21	..... Railroad and Improvement (old) bonds.....	4,733,800	6 Jan. & July.	75-96	181				
..... Levee bonds (warrants), 1871.....	1,460,000	7 " " "	1900		..... Railroad and Improvement (old) bonds.....	3,639,400	6 April & Oct.	75-98	191				
..... Deficiency Bonds, 1872.....	300,000	7 " " "	1882		..... Railroad and Improvement (new) bonds.....	2,383,000	6 Jan. & July.	75-98	1				
..... Bonds (for \$2,500,000), 1875.....	7 " " "	1895			..... Funding (new) bonds, 1866.....	1,996,000	6 April & Oct.	75-8	1				
..... Railroad Aid bonds, 1869 and 1870.....	5,800,000	7 April & Oct.	1900	4	..... Funding (new) bonds, 1868.....	2,417,400	6 Jan. & July.	1900	10				
<b>California—(\$3,396,500):</b>					..... Special Tax bonds.....	1,711,400	6 April & Oct.	1898	10				
..... Civil (1. F.) bonds, 1857 and 1860.....	75,500	7 Jan. & July.	177-80		..... Loan (sinking fund), 1850.....	11,868	6 Jan. & July.	1875					
..... Relief Fund bonds, 1863.....	195,500	7 " " "	1883		..... Loan (sinking fund), 1860.....	4,082,810	6 " " "	1881	105				
..... State Capitol bonds, 1870 to 1872.....	500,000	7 " " "	1885		..... Loan (sinking fund), 1856.....	2,400,000	6 " " "	1886	111				
<b>Connecticut—(\$5,014,000):</b>					Ohio—(\$7,988,205):								
..... War Loan bonds (10-20 yrs), 1861.....	508,900	6 Jan. & July.	1881	108	..... Bounty and Relief bonds.....	4,027	7 " " "	75-84					
..... War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	6 " " "	1881	108	..... Willamette Canal and Lock bonds, 1870	200,000	7 " " "	1890					
..... War Loan bonds (10-30 yrs), 1864.....	568,500	6 April & Oct.	1894		Pennsylvania—(\$24,568,635):								
..... War Loan bonds (30 yrs), tax free, 1865.....	1,741,100	6 " " "	1895		..... Inclined Plane Loan, of 1849.....	400,000	6 April & Oct.	1879	104				
<b>Delaware—(\$1,281,000):</b>					..... Loan of April 1862, reg. and coup.....	395,000	6 Jan. & July.	1882	101				
..... State bonds to railroads, etc.....	1,231,000	6 Jan. & July.	1888		..... Loans, May '62 & Apr. '62, reg. & coup.....	3,618,500	6 Feb. & Aug.	77-78	102				
<b>District of Columbia—(\$12,790,000):</b>					..... Loan.....	87,000	4 " " "	1882					
..... Improvement (gold) bonds, 1872.....	4,000,000	6 Jan. & July.	1892		..... Stock Loan of Feb. 2, 1867, 2d series.....	3,000,000	6 " " "	1877	101				
..... Improvement (cur.) bonds, 1873.....	790,000	7 " " "	1893		..... Stock Loan of Feb. 2, 1867, 3d series.....	9,000,5-8	6 " " "	1882	109				
..... Funding bonds, 1874, (guar. by U. S.)	13,743,250	3 Feb. & Aug.	1924	191	..... Agricultural College Land Scrip, 1872.....	500,000	6 April & Oct.	1876					
<b>Florida—(\$4,431,767):</b>					Rhode Island—(\$2,638,000):								
..... State bonds, 1871.....	350,000	7 Jan. & July.	1891		..... War Loan bonds of 1862.....	1,919,000	6 Mar. & Sept.	1882	110				
..... Consolidated (gold) bonds of 1873.....	609,200	6 " " "	1903		..... War Loan bonds of 1863 and 1864.....	1,619,000	6 " " "	Various	188-94				
..... Loan (J. P. & M. B. R.) gold bonds, 1870	4,000,000	8 " " "	1890		South Carolina—(\$14,637,295):								
<b>Georgia—(\$19,823,900):</b>					..... State House Stock, 1856 to 1861.....	94,918	6 Jan. & July.	77-89	38				
..... Bonds to Atlantic and Gulf R. R.....	1,000,000	6 Feb. & Aug.	1886	101	..... State House bonds, 1853 and 1854, cur.....	287,000	6 " " "	71-80					
..... Bonds, act. March 12, 1866.....	3,600,000	7 Jan. & July.	1886	106	..... Blue Ridge R. R. bonds, 1854.....	867,000	6 " " "	75-79					
..... Bonds (gold), act Sept. 1870.....	2,098,000	7 J. A. J. & O.	1890	107	..... Funding Stock and bonds, 1866.....	884,113	6 " " "	87-97	35				
..... Bonds (gold), act Oct. 1870.....	1,880,000	8 April & Oct.	1890	109	..... Funding Stock and bonds, 1866-69.....	3,764,860	6 J. A. J. & O.	82-89	45				
..... Bonds (funding), 1873.....	1,200,000	8 " " "	1890	109	..... Land Commission bonds, 1869 and 1870.....	261,000	6 Jan. & July.	1889	45				
..... Bonds to Brunswick & Albany R. R., '70	1,500,000	7 June & Dec.	1890	109	..... Fire Loan Stock of 1888.....	292,641	6 J. A. J. & O.	1888	38				
..... Railroad aid bonds (endorsed), 1870 & '71	7,545,900	var.	Various	104	..... Relief (Treasury) bonds, 1860.....	616,000	7 Jan. & July.	1888	38				
<b>Illinois—(\$1,689,045):</b>					..... Consolidated bonds, 1873, reg. and coup.....	1,391,084	6 April & Oct.	1893					
..... Interest bonds, 1847.....	940,445	6 Jan. & July.	1878		..... Railroad aid endorsements.....	4,707,608	var.	Various	var.				
..... Refunded Stock bonds, 1859.....	320,000	6 " " "	var.	100	Tennessee—(\$47,185,617):								
..... Chicago Relief bonds, 1871.....	250,000	6 May & Nov.	1881		..... State Bonds (direct).....	2,641,000	6 April & Oct.	30 yrs	43				
<b>Kansas—(\$1,336,175):</b>					..... Railroad, etc., Loan bonds.....	28,580,000	6 Jan. & July.	30 yrs	43				
..... Funding etc. bonds 1863 to 1864.....	101,175	6 Jan. & July.	1883-84		..... Funding bonds, 1866 and 1868.....	7,141,000	6 " " "	97-99	43				
..... Bonds (various) 1866 to 1869.....	859,000	7 " " "	176-199		..... Funding bonds								

## AMERICAN RAILROAD JOURNAL.

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			Due	Price
			When.	Where.	Due.				When.	Where.			
Adirondack:	\$					Blue Ridge, (S. Car.):	\$						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1896	...
Alabama and Chattanooga:						Boston and Albany:							
1st Mortgage, guar. by Ala. ....	5,200,000	6*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	114
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receivers' Bonds.....	1,200,000	7				1st Mortgage (Agricultural Br.) ..	400,000	6	Jan. & July.	Boston.	1884	85	
Alabama and Georgia :						1st Mortgage (Equalization) ..	300,000	7	"	"	1880	92	
1st Mortgage, guar. by Ala. & Ga. ....	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation) ..	252,000	7	"	"	1890	96
Alabama Central:						Equipment Mortgage.....	570,000	8	Apr. and Oct.	Boston, Concord and Montreal:	1881	90	
1st Mortgage.....	1,800,000	8	Jan. & July.	New York.	1901	....	Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
Albany and Susquehanna :						Consol. Mortgage for \$2,000,000.	1,041,000	7	Apr. and Oct.	Boston.	1893	100	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	111	Boston, Hartford and Erie:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	94	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	...
3d Mortgage.....	434,000	7	May & Nov.	"	1881	86	1st Mortgage (Berdell) .....	15,000,000	7	Jan. and July.	New York.	1900	0
Albany Loan.....	933,000	6	"	"	1896	46	1st Mortgage, guar. by Erie. ....	5,000,000	7	"	"	1900	111
Alexandria and Fredericksburg:						Mass. (ass'd by \$4,000,000 Ber.)	8,600,000	7*	"	"	Boston.	1899	...
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Boston and Lowell:						
Allegheny Valley:						Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	100	
General Mortgage .....	3,967,000	7.3	Jan. & July.	New York.	1896	100	Bonds of 1872 for \$1,000,000. ....	990,500	7	"	"	1892	107
Special Mortgage to Penn. ....	3,500,000	5	January.	Harrisburg.	....	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	...	
1st M. E. Ext. guar. by Pa. R.R. ....	9,938,000	7	April & Oct.	Phil. or Lond.	1900	96	Bonds of 1876.....	161,000	6	Jan. and July.	"	1890	...
Funding Income (traf. guar.) ....	5,402,900	7	"	Pittsburg.	1894	46	Boston and Maine:						
American Central:						Bonds of 1893 (coup. and reg.) ..	3,200,500	7	Jan. and July.	Boston.	1898	114	
1st Mort., guar. by C. B. & Q. ....	386,000	7	Jan. & July.	New York.	1878	101	Boston and New York Air Line:						
Androscoggin:						1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100	
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):						Bonds to purchase P. W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	108	
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	Brunswick and Albany:						
Ashtabula, Youngstown & Pitts. ....						1st Mort. (gold) end. by Ga. & Ga. ....	3,630,000	6*	Apr. and Oct.	New York.	1908	...	
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	...
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:						General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	...	
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:						1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	...	
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	87	Buffalo and Erie:						
Land Gra. (gold).....	3,389,000	7*	April & Oct.	Boston.	1900	78	Mort. bonds (ass'd by LS&MS) .....	200,000	7	Jan. and July.	New York.	1908	...
1st Mort. (Wichita Br.) trf. guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds ( " ) .....	300,000	7	March & Sept.	"	1886	...
Consol. Second Mort. (gold) .....	472,000	7	May & Nov.	N. Y. or Bost.	1879	48	Mort. bonds ( " ) .....	2,850,000	7	Apr. and Oct.	"	1898	107
Land Income bonds .....	3,294,000	7*	April & Oct.	"	1903	48	Buffalo and Jamestown:						
Atlanta and Richmond Air Line.						Mortgage.....	1,000,000	6*					
1st Mortgage (guar. by Georgia) .....	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo, New York and Erie:						
Atlantic and Great Western:						1st Mortgage (assumed by Erie) .....	2,000,000	7	June & Dec.	New York.	1877	90	
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1890	94
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	2d Mortgage for \$1,000,000. ....	231,500	10	"	"	1893	...
Atlantic and Gulf:						Burlington, Cedar Rapids & Minn. ....	54,000	7*	May & Nov.	N. Y. & Lond.	1919	45	
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	88	1st Mortgage, stg., skg. fund.....	2,200,000	7*	Feb. and Aug.	"	1902	...
1st Mortgage (S. Ga. & Fla. R.R.) .....	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R.R.) .....	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	110
Atlantic and Lake Erie:						Stock Bonds pref. 3d lien .....	298,500	8	Jan. & July.	Boston.	1875	...	
1st Mort. (gold) for \$5,000,000. ....						Stock (common) Bonds.....	289,500	8	April & Oct.	N. Y. & Bost.	1879	106	
Atlantic, Miss. and Ohio (422 m.) :						Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	106	
1st Mortgage for \$15,000,000. ....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	401,000	8	"	"	1889	...
2d Mort. to State (no int. till '80) .....	4,000,000	....				Burlington and Mo. Riv. in Neb. ....							
Atlantic and Pacific:						1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1884	106	
Land Mortgage gold bonds ....	2,829,000	6*	Jan. & July.	New York.	1888	Bonds convertible until 1892. ....	600,000	8	"	"	1885	98	
2d Mortgage for \$3,000,000 (gold) .....	2,015,500	6*	May & Nov.	"	1891	Burlington and Southwestern:							
1st Mort. (S. Pac. R.R.) assumed .....	7,188,500	6*	Jan. & July.	"	1888	1st Mortgage (\$20,000 per mile) .....	1,800,000	8	May & Nov.	Boston.	1891	...	
1st Mort. (Central Div.) gold. ....	1,190,000	6*	May & Nov.	"	1891	Cairo and Fulton (Arkansas):							
1st Mort. (Central Div.) L. G. ....	794,000	6*	"	"	1891	1st Mort. (R. R. and lands) S. F. ....	8,000,000	7*	Jan. & July.	New York.	1891	...	
Equipment Bonds.....						Cairo and St. Louis (3 ft. gauge):							
Income Bonds (for funding) .....	752,000	6*	"	"	1883	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	...	
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	1st Mortgage, gold .....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1900	...	
Atlantic and St. Lawrence:						2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	...	
Sterling bonds (not Mort.) of 1858. ....	484,000	6*	May & Nov.	L.	1878	California Pacific:							
2d Mortgage (sterling) of 1864. ....	1,500,000	6*	April & Oct.	"	1884	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	...	
3d Mortgage (sterling) of 1871. ....	713,000	6*	May & Nov.	"	1891	Extension, or 2d Mortgage .....	3,500,000	7*	"	"	1889	...	
Portland City Bonds, 1st M., a. f. ....	787,000	6	"	"	First Income b'nds.....	1,000,000	10*						
Bald Eagle Valley:						2d Income, or double track b'ds .....	1,000,000	6*	Jan. & July.				
1st Mortgage.....	354,000	8	Jan. & July.	Philadelphia.	1881	Camden and Ambey:							
2d Mortgage.....	100,000	7	"	"	1st Mort. of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103		
Baltimore and Ohio:						Loan of 1889.....	886,000	6	June & Dec.	Princeton.	1889	102	
Loan of 1855-'56.....	579,500	6	Jan. & July.	Baltimore.	1880	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	103	
Loan of 1855-'56.....	1,710,000	6	April & Oct.	"	1889.....	1,286,000	6*	Feb. & Aug.	London.	1890	...		
Loan of 1855-'56 (Balt.) skg. fd. ....	3,253,026	6	Jan. & July.	"	Sterling Loan, S. F. (\$262,000) .....								
Loan of 1870-'95 (stg.) skg. fund. ....	3,338,956	6*	March & Sept.	London.	1895	Camden and Atlantic:							
Loan of 1872-1902 (stg.) S. F. ....	9,198,652	6*	"	"	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1898	113		
Loan of 1874-1910 (stg.) S. F. ....	9,576,000	6*	May & Nov.	"	2d Mortgage.....	500,000	7	April & Oct.	"	1879	95		
Baltimore and Potomac:						Camden and Burlington County:							
1st Mort. (funnel) gold guar. ....	1,500,000	6*	Jan. & July.	Baltimore.	1911	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104	
1st Mortgage (R. R.) gold guar. ....	3,000,000	6*	April & Oct.	"	First Income Bonds.....	3,000,000	6*	Jan. & July.	New York.	1923	...		
Bangor and Piscataquis:						2d Mortgage - Income Bonds.....	3,000,000	7	April & Oct.	"	1914	...	
1st Mortgage (Banger loan) ....	600,000	6	April & Oct.	Boston.	1899	Carthage and Burlington:							
1st Mort. (Banger loan) extens'n .....	120,000	?	"	"	1st Mort., guar. by C. B. & Q. ....	265,000	8	May & Nov.	New York.	1879	101		
Bay City and East Saginaw:						Catawissa:							
1st Mort. guar. by F. & Mr. Co. ....	100,000	10	Jan. & July.	Detroit.	1886	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	...	
Bedford and Bridgeport:						1st Mortgage (new) .....	1,300,000	7	"	"	1900	104	
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	Chattel Mortgage.....	295,850	6	May and Nov.	"	1888-89	...	
Belfast and Moosehead Lake:						Cayuga Lake:							
1st Mortgage (gold) .....	150,000	6	May & Nov.	Portland.	1890	1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	...	
Bellefonte and Snow Shoe:						2d Mortgage.....	250,000	7	"	"			
1st Mortgage.....	93,000	6	.....	Philadelphia.	1883	Cazenovia and Canastota:							

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Cedar Rapids & Mo. Riv. (C & NW): 1st Mortgage, 1st Div. \$10,000 p.m. 1st Mortgage 2d Div. \$10,000 p.m. 1st Mortgage 3d Div. \$16,000 p.m.	675,000 582,000 2,400,000	7 7 7	Feb. & Aug. " " " May & Nov.	New York " " " "	1891 1894 1916	... 99 100	Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar. C & NW 3d Mort. (now 2d) guar. C & NW	568,240 211,500	7 7	Jan. & July. Feb & Aug.	Boston. New York.	1880 1892	102 ...
Central Branch Union Pacific: 1st Mort. (Atch. & Pike's Peak). 2d Mortgage Governm't to be paid.	1,000,000 1,000,000	6* 6	May & Nov. Jan. & July.	New York " "	1895 1895	49 ... ...	Chicago and Lake Huron: 1st Mort. 1st series (Peninsular). 1st Mort. 2d series ( " )	1,800,000 2,000,000 1,800,000	7* 7* 7*	May and Nov. " " " " "	N.Y. or Lond. New York.	1899 1899 1899	...
Central of Georgia: General Mort. for \$5,000,000.... Macon & West. (Atlanta D.) bds	2,222,000 117,000	7 7	Jan. & July. April & Oct.	N.Y. & Savan. Savannah.	1893 1890	... ... ...	2d Mortgage (Peninsular). Consolidated Mortgage.	540,000 12,000,000	7 6*	Feb. and Aug. " "	" " " "	1881 1905	...
Central of Iowa: 1st Mortgage, gold, \$16,000 p.m. 2d Mortgage, gold, \$4,000 p.m.	3,700,000 925,000	7* 7*	Jan. & July. April & Oct.	New York " "	1899 1901	32 ... ...	Chicago and Milwaukee Railway: 1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	106
Central of New Jersey: Convertible bonds of 1872.... 1st Mort. (New York) for \$5,000,000.... Newark Branch Bonds.	4,400,000 5,000,000 600,000	7 7 7	May & Nov. Feb. & Aug. Jan. & July.	New York " " " "	1902 1890 1887	59 111 ...	Chicago and Mich. Lake Shore: 1st Mortgage.	477,000	8	March & Sept.	Boston.	1889	...
Central of L. L. (Flush, N.C. & C.): 1st Mortgage.	1,275,000	7	May & Nov.	New York.	1889	...	1st Mortgage.	5,500,000	8	Jan. & July.	" "	1890	...
Central of New Jersey: Convertible bonds of 1872.... 1st Mort. (New York) for \$5,000,000.... Newark Branch Bonds.	4,400,000 5,000,000 600,000	7 7 7	May & Nov. Feb. & Aug. Jan. & July.	New York " " " "	1902 1890 1887	59 111 ...	1st Mortgage.	1,350,000	8	May & Nov.	" "	1891	...
Central Ohio (B. and O.): 1st Mortgage guaranteed.	2,500,000	6	March & Sept.	Baltimore.	1890	96	1st Mortgage (on Branch). Chicago, Milwaukee and St. Paul:	1,325,000	8	March & Sept.	" "	1892	...
Central Pacific of California: 1st Mort. 30 years bonds, (gold). Convertible 20 years bonds, gold State Aid Bds. (Int. by State) gold	25,883,000 1,483,000 1,500,000	6* 7* 7*	Jan. & July. " " " " "	New York " " U.S. Treasury.	1895-1900 1883 1884	108 104 104	1st Mort. (La Crosse Division). 1st Mort. (Chi. and Mil. Div.). 1st Mort. (East Div. Palmer).	6,000,000 2,500,000 2,500	7 7 8	Jan. & July. Jan. & July. May & Nov.	New York.	1893 1903 1874	102 97 ...
Central Pacific of California: 1st Mort. (Western Pacific) gold 1st Mort. (Calif. & Oregon) gold 1st Mort. (S. Fr., Okid & Ala.) 1st Mort. (San Joaquin V.D.) gold Land bonds (Cen. Pac. Co.) gold	2,735,000 8,000,000 500,000 6,050,000 9,200,000	6* 6* 6* 6* 6*	" " " " " " " " " " " " " " "	New York " " " " 1890 1890	1899 1888 1888 1900 1900	100 89 89 90 98	1st Mort. (Minneapolis Central). 1st Mort. (St. Paul Division). 1st Mort. (Iowa and Dak. Div.). 2d Mort. ( " ) 1st Mort. (Hast. and Dak. Div.). 1st Mort. (Mil. and Western). 2d Mort. ( " ) Equipment and Bridge Bonds.	3,810,000 4,000,000 748,000 3,674,000 234,000 234,000 675,000 219,000	7 7 7 8 7 7 7 10	Jan. & July. Jan. & July. " " " Feb. & Aug. Jan. & July. Jan. & July. April & Oct. June & Dec.	New York " " " " " " " " " " " " " "	1897 1898 1899 1898 1902 1902 1901 1883	85 113 89 117 83 100 91 85
Central Vermont: 1st Mort. Consol. (Vt. Central). 2d Mort. Consol. ( " ). 1st Mort. (Stan., Sheff. and Ch.). Income and Extension Bonds.	3,000,000 1,500,000 500,000 1,008,600	7 7 7 8	May & Nov. Jane & Dec. Jan. & July. May & Nov.	Boston. " " " " 1892	1886 1891 1887 1902	91 2 394 40	Preferred sinking fund (193 m.). General 1st Mortgage (193 m.). Funded coupons (193 m.). Appleton Ext. (23 m. & 76,000 ac.). Green Bay Ext. (26m & 76,000 a.).	1,238,700 3,578,000 740,300 146,000 265,000	7 7 7 7 7	Feb. & Aug. " " " May & Nov. Feb. & Aug. " "	New York.	1885 1886 1883 1885 1885	108 107 164 160 150
Charleston and Savannah: 1st Mortgage guar. by State.... Funded Interest on 1st Mort....	505,000 157,400	6 7	March & Sept. " "	Charleston. " "	1877 1889	...	1st Mort. (Gal. & Chi. U.). 248 m. Elgin and State Line.	1,692,000 122,000	7 6	Jan. & July. " "	" "	1882	107
Charlotte, Columbia & Augusta: 1st Mortgages.	2,000,000	7	Jan. & July.	New York.	1895	76	Mississippi River Bridge.	186,000	7	March & Sept.	" "	1878	...
Charlottesville and Savannah:	3,000,000	6	March & Sept.	Charleston.	1877	...	1st Mortgage (Peninsula).	328,000	7	March & Sept.	" "	1884	...
Charlottesville and Savannah:	505,000	6	March & Sept.	Charleston.	1877	...	Consel. skg fund (C. & N.W.R.Y.).	4,277,000	7	F. M. A. & N.	" "	1915	106
Charlottesville and Savannah:	157,400	7	" "	Charleston.	1889	...	General Consol. Gold Bonds.	9,758,000	7	June & Dec.	" "	1902	80
Charlotte, Columbia & Augusta:	2,000,000	7	Jan. & July.	New York.	1895	76	1st Mort. S. F. (Madison Exten.).	3,150,000	7*	April & Oct.	" "	1911	...
Charlotte, Columbia & Augusta:	2,000,000	7	Jan. & July.	New York.	1895	76	1st Mort. S. F. (Memorine Exten.).	2,700,000	7*	June & Dec.	" "	1911	...
Charlotte, Columbia & Augusta:	2,000,000	7	Jan. & July.	New York.	1895	76	1st Mort. (Chi. & Mil. R. W. R. guar.).	1,700,000	7	Jan. & July.	" "	1898	106
Charlottesville and Savannah:	3,000,000	6	March & Sept.	Charleston.	1877	...	1st Mort. (Bel. & Mad. R. R. R. guar.).	284,000	7	" "	" "	1888	...
Charlottesville and Savannah:	505,000	6	March & Sept.	Charleston.	1877	...	Chicago and Paducah (C. B. & Q.):	2,504,000	7*	Jan. & July.	Boston.	1903	...
Charlottesville and Savannah:	157,400	7	" "	Charleston.	1889	...	1st Mortgage \$26,000 p.m. gold.	2,504,000	7*	Jan. & July.	" "	1903	...
Charlottesville and Savannah:	2,000,000	7	Jan. & July.	New York.	1895	76	Chi., Pekin & Southw. (C.B.Q.):	700,000	8	Feb. & Aug.	New York.	1901	...
Charlottesville and Savannah:	505,000	7	April & Oct.	Philadelphia.	1901	...	1st Mortgage for \$10,000 per mile.	700,000	8	Feb. & Aug.	New York.	1896	...
Charlottesville and Savannah:	141,000	8	April & Oct.	Charleston.	1888	...	Chicago, Rock Island and Pacific:	5,500,000	7	Jan. & July.	New York.	1896	109
Charlottesville and Savannah:	75,000	7	Jan. & July.	Charleston.	1888	...	1st Mortgage skg fund.	1,000,000	6	Feb. & Aug.	" "	1895	106
Cherry Valley, Sharon and Alb.:	300,000	7	June & Dec.	New York.	1899	...	Branch Bonds Sinking Fund.	3,500,000	6	Jan. & July.	" "	1917	104
Chesapeake and Ohio:	15,000,000 5,426,000 100,000 902,000 300,000 160,500	6* 7* 6 6 8 8	May & Nov. Jan. & July. " " " " " " " "	New York. " " " " " " " " " "	1899 1902 1880 1884 1876 1877	22 108 108 108 108 108	1st Mort. gold, tax free guar. 1st Mortgage gold (Atchison Br.). Chicago and Superior: 1st Mortgage (Mad. & Portage) g'd.	5,000,000 1,000,000 600,000	7* 7* 7*	May & Nov. June & Dec. April & Oct.	New York.	1889 1901 1900	...
Cheshire:	813,700	6	Jan. & July.	Boston.	1877-1906	98	1st Mort., guar. by St. L., K.C. & N.:	600,000	7	Jan. & July.	New York.	1886	...
Chestnut Creek (Phil. & Balt. Cent.):	185,000	6	Jan. & July.	Philadelphia.	1903	...	1st Mort., guar. by C. & H. & C.:	1,250,000	7	May & Nov.	New York.	1880	...
Chester and Tamarac:	800,000	7*	May & Nov.	New York.	1901	...	2d Mortgage of 1886.	500,000	7	Jan. & July.	" "	1885	...
Chicago and Alton:	28,000	7	May & Nov.	New York.	1877	107	3d Mortgage of 1887.	500,000	8	June & Dec.	" "	1877	...
Chicago and Alton:	2,400,000	7	Jan. & July.	New York.	1893	117	Consol. S. F. M. for \$3,000,000.	500,000	7	April & Oct.	" "	1965	...
Chicago and Alton:	1,100,000	7	April & Oct.	New York.	1883	106	Cincinnati, Ham. & Ind. (C. H. & D.):	1,846,000	7	Jan. and July.	New York.	1903	103
Chicago and Alton:	4,279,850	6*	Jan. & July.	London.	1903	...	1st Mort., guar. for \$2,500,000.	1,120,000	7*	March & Sept.	New York.	1901	84
Chicago and Alton:	564,000	7	April & Oct.	New York.	1894	104	1st Mortgage.	471,000	7*	June & Dec.	New York.	1914	...
Chicago and Alton:	188,000	7	Jan. & July.	New York.	1898	...	Consolidated Mortgage.	400,000	7	Feb. & Aug.	New York.	1905	...
Chicago and Alton:	4,300,000	7	Feb. & Aug.	New York.	1900	88	1st Mort., guar. by I. C. & L. & F.:	1,500,000	7	Jan. and July.	Baltimore.	1900	100
Chicago, Burlington and Quincy:	2,570,000	8	Jan. & July.	New York.	1883	115	1st Mort., guar. by B. & O. & M. C.:	1,250,000	7	May & Nov.	New York.	1880	...
Chicago, Burlington and Quincy:	186,000	8	" "	New York.	1883	...	2d Mortgage of 1886.	500,000	7	Jan. & July.	" "	1885	...
Chicago, Burlington and Quincy:	867,006	7	April & Oct.	New York.	1890	...	3d Mortgage of 1887.	500,000	8	June & Dec.	" "	1877	...
Chicago, Burlington and Quincy:	1,918,475	7	Jan. & July.	Boston.	1896	109	1st Mort., guar. for \$2,500,000.	1,846,000	7	Jan. and July.	New York.	1921	...
Chicago, Burlington and Quincy:	448,006	6	June & Dec.	New York.	1895	104	1st Mort., guar. for \$2,500,000.	1,120,000	7*	March & Sept.	New York.	1901	84
Chicago, Burlington and Quincy:	10,423,000	7	" "	New York.	1903	108	1st Mort., guar. for \$2,500,000.	471,000	7*	June & Dec.	New York.	1914	...
Chicago, Burlington and Quincy:	386,000	8	" "	New York.	1878	...	1st Mort., guar. for \$2,500,000.	400,000	7	Feb. & Aug.	New York.	1905	...
Chicago, Burlington and Quincy:	266,000	8	May & Nov.	New York.	1879	...	1st Mort., guar. by C. & L. & F.:	1,500,000	7	Jan. and July.	New York.	1901	...
Chicago, Burlington and Quincy:	563,500	8	Jan. & July.	New York.	1889	...	1st Mort., guar. by C. & L. & F.:	1,072,300	7	June & Dec.	New York.	1890	30
Chicago, Burlington and Quincy:	900,500	8	April & Oct.	Boston.	1890	...	1st Mort., guar. by C. & L. & F.:	988,000	6	Feb. & Aug.	Boston.	1900	...
Chicago, Burlington and Quincy:	318,000	8	" "	New York.	1879	...	1st Mort., guar. by C. & L. & F.:	350,000	7	March & Sept.	" "	1877	...
Chicago, Burlington and Quincy:	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	...	1st Mort., guar. by C. & L. & F.:	1,000,000	7	Jan. and July.	New York.	1901	...
Chicago, Burlington and Quincy:	277,000	8	" "	New York.	1878	...	1st Mort., guar. by C. & L. & F.:	588,255	7	Jan. and July.	" "	1902	...
Chicago, Burlington and Quincy:	725,000	8	" "	N.Y. & Bost.	1890	...	1st Mort., guar. by C. & L. & F.:	2,000,000	7	April & Oct.	New York.	1901	...
Chicago, Burlington and Quincy:	891,000	4*	" "	Frankfort.	1890	...	2d Mortgage.	588,255	7	Jan. and July.	" "	1902	...
Chicago and Canada Southern:	2,467,000	7*	Apr. and Oct.	New York.	1902	...	1st Mort., guar. by C. & L. & F.:	2,000,000	7*	Jan. and July.	New York.	1891	...
Chicago, Cincinnati and Louisv.:	1,000,000	7	Jan. & July.	New York.	1887	...	1st Mortgage sinking fund.	3,000,000	7	May & Nov.	New York.	1899	109
Chicago, Cincinnati and Louisv.:	1,000,000	7	Jan. & July.	New York.	1887	...	1st Mort. (C. & C. and C. R. R.):	200,000	7	June & Dec.	" "	1884	...
Chicago, Cincinnati and Louisv.:	1,500,000	8	June & Dec.	Boston.	1896	...	1st Mort. (Bell. and Ind. R. R.):	435,000	7	Jan. and July.	" "	1899	...
Chicago, Cincinnati and Louisv.:	1,500,000	8	" "	Boston.	1897	...	Consol. Mortgage for \$7,500,000.	2,478,000	7	June and Dec.	N.Y. or Lond.	1911	98
Chicago, Cincinnati and Louisv.:	2,500,000	7*	Apr. and Oct.	New York.	1909	...	1st Mort., guar. by C. & L. & F.:	740,500	7	Feb. and Aug.	New York.	1903	...
Chicago, Cincinnati and Louisv.:	526,000	7*	" "	New York.	1912	...	1st Mort.						

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Cleveland and Pittsburg (Pa. Co.): Construction and Equip. bonds. 4th (now 3d) Mortgage guar. ....	\$ 800,000	7	Jan. and July	New York	1913	...	Detroit & Bay City (Mich. Cent.): 1st Mort. (\$424,000 guar.) ....	\$ 2,300,000	8	May and Nov.	New York	1902	70
Consol. sinking fund guar. ....	1,096,000	6	" "	" "	1902	104	Detroit, El River and Illinois: 1st Mortgage for \$22,000 p.m. ....	1,825,000	8	Jan. & July.	New York	1891	...
Clev., Painesville & Ashtabula: Regis'td b'ds (ass'd by LS&MS). 3d Mortgage (" ") ....	1,487,000	7	Jan. & July	New York	1880	108	Detroit, Hillsdale and Indiana: 1st Mort. \$16,000 p. m. guar. ....	1,170,000	8	June & Dec.	New York	1890	...
3d Mortgage (" ") ....	1,000,000	7	April & Oct.	" "	1892	108	2d Mortgage (coupon) guar. ....	300,000	8	Jan. & July.	" "	1881	...
Cleveland and Toledo: 1st Mort. s.f. (ass'd by LS&MS). 2d Mortgage (" ") ....	1,000,000	7	Jan. & July	New York	1885	110	Detroit, Lansing and Lake Mich.: 1st Mortgage ....	3,210,000	8	April & Oct.	Boston	1890	...
Coldebrookdale: 1st Mort. guar. by Ph. and Rdg. ....	584,700	6	June & Dec.	Philadelphia	1898	50	1st Mortgage (on Branches) ....	575,000	8	June & Dec.	" "	1897	...
Colorado Central (3 ft. gauge): 1st Mortgage ....	225,000	8*	June & Dec.	Boston	1890	...	2d Mortgage ....	1,350,000	8	Feb. & Aug.	" "	1893	441
Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund. ....	15,344,750	7	April & Oct.	New York	1908	25	1st Mort. (Ionic and Laning): 2d Mort. (" ") ....	770,000	8	Jan. & July.	New York	1889	...
2d Mortgage skg fund. ....	5,582,400	7	Feb. & Aug.	" "	1909	6	2d Mort. (" ") ....	81,000	8	May & Nov.	" "	1880	...
Income convertible. ....	3,893,000	7	" "	" "	1890	...	Detroit & Milwaukee (Gt. W. of Ca.): 1st Mortgage (D. & M. R. 'y) ....	2,500,000	7	May & Nov.	New York	1876	...
1st Mort. (Chic. and Gt. Eastern): 2d Mort. (" ") ....	461,000	7	April & Oct.	" "	" 93-95	...	2d Mortgage (" ") ....	1,000,000	8	" "	" "	1875	...
2d Mort. (" ") ....	344,100	7	Jan. & July	" "	1890	...	1st Funded Coup. (D. & M. R. R.):	625,924	7	Jan. & July.	" "	1875	...
1st Mort. (Cin. and Chi. Air-L.): 1st M., s.f. (" ") ....	194,100	7	Feb. & Aug.	" "	1890	...	2d Funded Coup. (" ") ....	375,734	7	May & Nov.	" "	1875	...
1st Mort. (Col. and Ind. Cent.): 2d Mort. (" ") ....	39,650	7	May & Nov.	" "	1896	...	1st Mort. (Detr. & Pontiac R.R.):	150,000	7	April & Oct.	" "	1875	...
1st Mort. (Col. and Ind. Cent.): 2d Mort. (" ") ....	2,632,000	7	Jan. & July	" "	1904	...	2d Mort. (" ") ....	100,000	7	Jan. & July.	" "	1873	...
1st M. (Col. & Ind.) 1st&2d pref. ....	821,000	10	May & Nov.	" "	1904	...	Bonds of Sept. 1, 1866: Bonds of June 30, 1866	250,000	8	Feb. & Aug.	" "	1866	...
2d Mortgage (Ind. Central) ....	309,500	7	Jan. & July	" "	1883	...	1st Mort. ....	110,000	7	March & Sept.	" "	1886	...
1st Mort. (Tot. Loganspr't Bur.): Income (" ") ....	666,500	7	" "	" "	1882	...	1st Mort. ....	1,702,317	7	Jan. & July.	" "	1886	...
1st Mort. (Union & Loganspr): Columbus, Springfield and Cin. ....	74,024	7	Feb. & Aug.	" "	1884	...	Detroit, Mon. & Tol. (L. Sh. & M. S.): 1st Mortgage Aug. 1, 1856 ....	924,000	7	Feb. & Aug.	New York	1906	109
1st Mort. (Union & Loganspr): Columbus, Springfield and Cin. ....	815,000	7	April & Oct.	" "	1905	...	Dixon, Peoria and Hannibal: 1st Mort. guar. by C. B. and Q. ....	563,500	8	Jan. & July.	New York	1889	101
1st Mort. (assumed by Cin. S. & C.): Columbus and Hocking Valley: 1st Mortgage skg fund. ....	1,000,000	7	March & Sept.	New York	1901	...	Dubuque and Sioux City: 1st Mortgage tax free: Dubuque Southwestern: 1st Mortgage ....	882,000	7	Jan. & July.	New York	1883	105
1st Mort. (assumed by Cin. S. & C.): Columbus and Hocking Valley: 1st Mortgage skg fund. ....	1,500,000	7	April & Oct.	New York	1897	...	1st Mortgage, preferred: Dunkirk, Allegheny Val. & Pittsb. ....	450,000	7	April & Oct.	New York	1883	...
1st Mort. (assumed by Cin. S. & C.): Columbus and Hocking Valley: 1st Mortgage skg fund. ....	200,000	7	Jan. & July	" "	1890	...	1st Mortgage (gold) ....	78,500	7	Jan. & July.	" "	1883	...
1st Mort. (assumed by Cin. S. & C.): Columbus and Hocking Valley: 1st Mortgage skg fund. ....	634,000	7	" "	" "	1892	...	Dutchess and Columbia: 1st Mortgage Jan. 1, 1868: East Alabama and Cincinnati: 1st Mort. endorsed by Alabama: East Brandwine & Waynesboro: 1st Mortgage, preferred: Dunkirk, Allegheny Val. & Pittsb. ....	1,200,000	7*	Juno & Dec.	New York	1900	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	250,000	6	March & Sept.	Boston	1878	...	1st Mortgage (gold) ....	1,500,000	7	Jan. & July.	New York	1908	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	1,000,000	7	Jan. & July	New York	1901	...	1st Mortgage, guaranteed: East Tennessee, Virginia & Ga.: 1st Mort. skg fund for \$3,500,000: 2d Mortgage ....	2,900,000	7	Jan. & July.	New York	1900	89
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	1,350,000	7	April & Oct.	Boston	1893	100	2d Mortgage ....	190,000	4	" "	" "	1877	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	129,000	7	June & Dec.	" "	1881	9-1	Endorsed Bonds (East T. & Va.):	147,000	6	May & Nov.	" "	1886	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	400,000	8*	Jan. & July.	" "	1889	83	Endorsed Bonds (East T. & Ga.):	92,000	6	Jan. and July.	" "	1886	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	250,000	6	March & Sept.	Boston	1878	...	Company Bonds (E. T. & Ga., old): Company Bonds (E. T. & Ga., new) ....	635,000	6	" "	" "	1876	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	1,000,000	7	Jan. & July	New York	1901	...	Eastern (Mass.): 1st Mort. (Essex R.R.) assumed: 1st Mort. ....	194,400	8	March & Sept.	Boston	1896	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	1,350,000	7	April & Oct.	Boston	1893	100	1st Mort. ....	2,900,000	7	Jan. & July.	New York	1900	89
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	129,000	7	June & Dec.	" "	1881	9-1	1st Mort. ....	190,000	4	" "	" "	1877	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	400,000	8*	Jan. & July.	" "	1889	83	1st Mort. ....	147,000	6	May & Nov.	" "	1886	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	250,000	6	March & Sept.	Boston	1878	...	1st Mort. ....	92,000	6	Jan. and July.	" "	1886	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	1,000,000	7	Jan. & July	New York	1901	...	1st Mort. ....	135,000	6	" "	" "	1876	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	1,000,000	7	Jan. & July	New York	1897	...	1st Mort. ....	138,400	6	" "	" "	1876	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	3,000,000	7	Jan. & July	N. Y. & Bost	1900	...	Eastern (Mass.): 1st Mort. (Essex R.R.) assumed: 1st Mort. ....	194,400	8	March & Sept.	Boston	1896	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	991,000	8	March & Sept.	Philadelphia	12.3.4.	103	1st Mort. ....	2,900,000	7	Jan. & July.	New York	1900	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	100,000	7	March & Sept.	New York	1889	...	1st Mort. ....	190,000	4	" "	" "	1877	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	95,000	7	Jan. & July	New York	1902	...	1st Mort. ....	147,000	6	" "	" "	1886	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	160,000	7	May & Nov.	" "	1882	...	1st Mort. ....	92,000	6	May & Nov.	" "	1882	...
1st Mort. (assumed by Cin. S. & C.): Connecticut River: 1st Mortgage skg fund. ....	100,000	7	" "	" "	1890	...	10 year coupon notes: Ten year coupon notes: Sinking Fund Bonds: Sterling Sink. Fd. Bonds: Sterling Sink. Fd. Bonds: Certif. of Indebt. Sept. 1, 1876: Eastern Shore (Md.): 1st Mortgage: 2d Mortgage: 3d Mortgage: 4th Mortgage: 5th Mortgage: 6th Mortgage: 7th Mortgage: 8th Mortgage: 9th Mortgage: 10th Mortgage: 11th Mortgage: 12th Mortgage: 13th Mortgage: 14th Mortgage: 15th Mortgage: 16th Mortgage: 17th Mortgage: 18th Mortgage: 19th Mortgage: 20th Mortgage: 21st Mortgage: 22nd Mortgage: 23rd Mortgage: 24th Mortgage: 25th Mortgage: 26th Mortgage: 27th Mortgage: 28th Mortgage: 29th Mortgage: 30th Mortgage: 31st Mortgage: 32nd Mortgage: 33rd Mortgage: 34th Mortgage: 35th Mortgage: 36th Mortgage: 37th Mortgage: 38th Mortgage: 39th Mortgage: 40th Mortgage: 41st Mortgage: 42nd Mortgage: 43rd Mortgage: 44th Mortgage: 45th Mortgage: 46th Mortgage: 47th Mortgage: 48th Mortgage: 49th Mortgage: 50th Mortgage: 51st Mortgage: 52nd Mortgage: 53rd Mortgage: 54th Mortgage: 55th Mortgage: 56th Mortgage: 57th Mortgage: 58th Mortgage: 59th Mortgage: 60th Mortgage: 61st Mortgage: 62nd Mortgage: 63rd Mortgage: 64th Mortgage: 65th Mortgage: 66th Mortgage: 67th Mortgage: 68th Mortgage: 69th Mortgage: 70th Mortgage: 71st Mortgage: 72nd Mortgage: 73rd Mortgage: 74th Mortgage: 75th Mortgage: 76th Mortgage: 77th Mortgage: 78th Mortgage: 79th Mortgage: 80th Mortgage: 81st Mortgage: 82nd Mortgage: 83rd Mortgage: 84th Mortgage: 85th Mortgage: 86th Mortgage: 87th Mortgage: 88th Mortgage: 89th Mortgage: 90th Mortgage: 91st Mortgage: 92nd Mortgage: 93rd Mortgage: 94th Mortgage: 95th Mortgage: 96th Mortgage: 97th Mortgage: 98th Mortgage: 99th Mortgage: 100th Mortgage: 101st Mortgage: 102nd Mortgage: 103rd Mortgage: 104th Mortgage: 105th Mortgage: 106th Mortgage: 107th Mortgage: 108th Mortgage: 109th Mortgage: 110th Mortgage: 111th Mortgage: 112th Mortgage: 113th Mortgage: 114th Mortgage: 115th Mortgage: 116th Mortgage: 117th Mortgage: 118th Mortgage: 119th Mortgage: 120th Mortgage: 121st Mortgage: 122nd Mortgage: 123rd Mortgage: 124th Mortgage: 125th Mortgage: 126th Mortgage: 127th Mortgage: 128th Mortgage: 129th Mortgage: 130th Mortgage: 131st Mortgage: 132nd Mortgage: 133rd Mortgage: 134th Mortgage: 135th Mortgage: 136th Mortgage: 137th Mortgage: 138th Mortgage: 139th Mortgage: 140th Mortgage: 141st Mortgage: 142nd Mortgage: 143rd Mortgage: 144th Mortgage: 145th Mortgage: 146th Mortgage: 147th Mortgage: 148th Mortgage: 149th Mortgage: 150th Mortgage: 151st Mortgage: 152nd Mortgage: 153rd Mortgage: 154th Mortgage: 155th Mortgage: 156th Mortgage: 157th Mortgage: 158th Mortgage: 159th Mortgage: 160th Mortgage: 161st Mortgage: 162nd Mortgage: 163rd Mortgage: 164th Mortgage: 165th Mortgage: 166th Mortgage: 167th Mortgage: 168th Mortgage: 169th Mortgage: 170th Mortgage: 171st Mortgage: 172nd Mortgage: 173rd Mortgage: 174th Mortgage: 175th Mortgage: 176th Mortgage: 177th Mortgage: 178th Mortgage: 179th Mortgage: 180th Mortgage: 181st Mortgage: 182nd Mortgage: 183rd Mortgage: 184th Mortgage: 185th Mortgage: 186th Mortgage: 187th Mortgage: 188th Mortgage: 189th Mortgage: 190th Mortgage: 191st Mortgage: 192nd Mortgage: 193rd Mortgage: 194th Mortgage: 195th Mortgage: 196th Mortgage: 197th Mortgage: 198th Mortgage: 199th Mortgage: 200th Mortgage: 201st Mortgage: 202nd Mortgage: 203rd Mortgage: 204th Mortgage: 205th Mortgage: 206th Mortgage: 207th Mortgage: 208th Mortgage: 209th Mortgage: 210th Mortgage: 211th Mortgage: 212th Mortgage: 213th Mortgage: 214th Mortgage: 215th Mortgage: 216th Mortgage: 217th Mortgage: 218th Mortgage: 219th Mortgage: 220th Mortgage: 221th Mortgage: 222th Mortgage: 223th Mortgage: 224th Mortgage: 225th Mortgage: 226th Mortgage: 227th Mortgage: 228th Mortgage: 229th Mortgage: 230th Mortgage: 231th Mortgage: 232th Mortgage: 233th Mortgage: 234th Mortgage: 235th Mortgage: 236th Mortgage: 237th Mortgage: 238th Mortgage: 239th Mortgage: 240th Mortgage: 241th Mortgage: 242th Mortgage: 243th Mortgage: 244th Mortgage: 245th Mortgage: 246th Mortgage: 247th Mortgage: 248th Mortgage: 249th Mortgage: 250th Mortgage: 251th Mortgage: 252th Mortgage: 253th Mortgage: 254th Mortgage: 255th Mortgage: 256th Mortgage: 257th Mortgage: 258th Mortgage: 259th Mortgage: 260th Mortgage: 261th Mortgage: 262th Mortgage: 263th Mortgage: 264th Mortgage: 265th Mortgage: 266th Mortgage: 267th Mortgage: 268th Mortgage: 269th Mortgage: 270th Mortgage: 271th Mortgage: 272th Mortgage: 273th Mortgage: 274th Mortgage: 275th Mortgage: 276th Mortgage: 277th Mortgage: 278th Mortgage: 279th Mortgage: 280th Mortgage: 281th Mortgage: 282th Mortgage: 283th Mortgage: 284th Mortgage: 285th Mortgage: 286th Mortgage: 287th Mortgage: 288th Mortgage: 289th Mortgage: 290th Mortgage: 291th Mortgage: 292th Mortgage: 293th Mortgage: 294th Mortgage: 295th Mortgage: 296th Mortgage: 297th Mortgage: 298th Mortgage: 299th Mortgage: 300th Mortgage: 301th Mortgage: 302th Mortgage: 303th Mortgage: 304th Mortgage: 305th Mortgage: 306th Mortgage: 307th Mortgage: 308th Mortgage: 309th Mortgage: 310th Mortgage: 311th Mortgage: 312th Mortgage: 313th Mortgage: 314th Mortgage: 315th Mortgage: 316th Mortgage: 317th Mortgage: 318th Mortgage: 319th Mortgage: 320th Mortgage: 321th Mortgage: 322th Mortgage: 323th Mortgage: 324th Mortgage: 325th Mortgage: 326th Mortgage: 327th Mortgage: 328th Mortgage: 329th Mortgage: 330th Mortgage: 331th Mortgage: 332th Mortgage: 333th Mortgage: 334th Mortgage: 335th Mortgage: 336th Mortgage: 337th Mortgage: 338th Mortgage: 339th Mortgage: 340th Mortgage: 341th Mortgage: 342th Mortgage: 343th Mortgage: 344th Mortgage: 345th Mortgage: 346th Mortgage: 347th Mortgage: 348th Mortgage: 349th Mortgage: 350th Mortgage: 351th Mortgage: 352th Mortgage: 353th Mortgage: 354th Mortgage: 355th Mortgage: 356th Mortgage: 357th Mortgage: 358th Mortgage: 359th Mortgage: 360th Mortgage: 361th Mortgage: 362th Mortgage: 363th Mortgage: 364th Mortgage: 365th Mortgage: 366th Mortgage: 367th Mortgage: 368th Mortgage: 369th Mortgage: 370th Mortgage: 371th Mortgage: 372th Mortgage: 373th Mortgage: 374th Mortgage: 375th Mortgage: 376th Mortgage: 377th Mortgage: 378th 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## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7* Jan. & July.	N. Y. & Lond.	1899		...	1st Mortgage gold.....	416,000	7* April & Oct.	Philadelphia.	1890	107	
Flushing, North Shore and Cent.							2d Mortgage.....	367,500	7* Feb. & Aug.	"	1895	106	
2d Mort. (" " " )	800,000	7 May & Nov.	New York.	1899		...	Consolidated Mortgage.....	1,383,000	7 April & Oct.	"	1895	53	
1st Mort. (Flush'g and N. Side.)	400,000	7 " " "	" " "	1900									
1st Mort. (Central of L. L.)....	1,000,000	7 Mar. & Sept.	" " "	1902			Redemption bonds, currency....	2,500,000	6 April & Oct.	New York.	1890	...	
1st Mort. (Cent. R. R. Exten.)	200,000	7 May and Nov.	" " "	1903			General Mortgage for \$15,000,000	2,500,000	6 " " "	London.	1895	...	
1st Mort. (North Shore).....	142,000	7 Feb. & Aug.	" " "	1895			Sterling Bonds, Sinking Fund.	4,598,000	5* " " "	"	1903	...	
1st Mort. (Whitestone & W.)	93,000	7 Jan. & July.	" " "	1893			Illinoian Grand Trunk (C. B. & Q.):						
1st Mort. (N. Y. & Flushing):	25,000	7 Mar. & Sept.	" " "	1890			1st Mortgage guaranteed.....	900,500	8 April & Oct.	Boston.	1890	10%	
Fonda, Johnstone & Gloversville:													
1st Mortgage.....	300,000	7 Jan. & July.	New York.	1890		...	1st Mortgage gold.....	3,500,000	7* Jan. & July.	New York.	1901	...	
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee..	1,500,000	8 Jan. & July.	New York.	1899		...	1st Mort. (Nor.Div.) \$22,000 p.m.	1,700,000	7* March & Sept.	New York.	1903	...	
2d Mortgage (Equipment).....	500,000	8 April & Oct.	" " "	1891			1st Mortgage gold.....	5,000,000	7* April & Oct.	New York.	1909	22	
Fort Wayne, Muncie & Cia.:							1st Mortgage Extension gold....	5,510,000	7* Jan. & July.	"	1912	...	
1st Mortgage.....	1,800,000	7* April & Oct.	Boston.	1899			2d Mortgage.....	1,500,000	8 " " "	"	1890	2	
2d Mortgage.....	500,000	8 " " "	" " "	1896									
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7 April & Oct.	Boston.	1890	90		1st Mort. assumed by J. M. & I.	397,000	7 May & Nov.	New York.	1881	...	
2d Mortgage.....	100,000	8 " " "	" " "	1883	89		1st Mortgage guar. by Pa. R. R.	1,700,000	7 Feb. & Aug.	New York.	1908	...	
Frederick and Pennsylvania Line:							2d Mortgage guar. by Pa. R. R.	1,450,000	6 May & Nov.	"	1900	...	
1st Mortgage gold.....	150,000	6* April & Oct.	Baltimore.	1901			International and Gt. Northern:						
Froment, V/korn & Co. (SC&P):							1st Mortgage a. (Intern. R. R.)	3,040,000	7* April & Oct.	New York.	1911	74	
1st Mortgage.....	600,000	7 April & Oct.	....	....			Convertible B'ds ( " )	1,473,000	8 Feb. & Aug.	"	1892	...	
Galena & Chicago Union (C. & N. W.):							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7 Jan. & July.	"	1900	74	
Galv., Harrisburg & San Antonio.							Convertible B'ds ( " )	1,677,000	8 Feb. & Aug.	"	1892	...	
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,700,000	6* Feb. & Aug.	Lond. or Boat.	1910			1st Mortgage of 1867.....	2,900,000	7 Feb. & Aug.	New York.	1897	...	
Geneva, Ithaca and Athens:							1st Mortgage of 1869.....	2,000,000	7 June & Dec.	"	1899	...	
1st Mortgage, skg. fd., guar. ....	600,000	7* Jan. and July.	New York.	1890			Funded Interest Bonds, coupon.....	469,100	7 March & Sept.	"	178-78	...	
Georgia (and Banking):							Equipment Bonds, registered.....	375,000	10 " " "	"	1883	86	
Company bonds (debentures)....	530,000	7 Jan. & July.	Augusta	175-190			1st Mort. (Ind. polis. & Cin.) 1888.	1,600,000	7 April & Oct.	"	1888	...	
Gilman, Clinton & Springfield:							1st Mort. (Cin. & Indiana).....	494,000	7 June & Dec.	"	1892	...	
1st Mortgage gold.....	2,000,000	7* March & Sept.	N. Y. & Lond.	1900			2d Mort. ( " " " ) guar.	1,497,000	7 Jan. & July.	"	177-82	...	
2d Mortgage gold.....	1,900,000	8* Jan. & July.	" " "	1892			Indianapolis and St. Louis:						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7 Jan. & July.	New York.	1919	...	
1st Mortgage.....	246,500	7 Jan. & July.	New York.	1888			1st Mortgage.....	2,000,000	7 March & Sept.	"	1919	...	
Grand Rapids & Indiana:							1st Mortgage.....	1,000,000	7 April & Oct.	"	1919	...	
1st Mortgage L. G. guar. gold..	4,000,000	7* Jan. & July.	New York.	1899	85		2d Mortgage.....	81,000	8 May & Nov.	"	1886	...	
1st Mort. L. G. not guar. gold..	3,224,000	7* April & Oct.	" " "	1899			Equipment Mortgage.....	378,000	10 Jan. & July.	"	1881	81	
Grand River Valley (Mich. C.):							Ionia and Lansing (D. L. & L. M.):						
1st Mort. assumed by Lessees..	1,000,000	8 Jan. & July.	New York.	1886	94		1st Mortgage traffic guar. ....	770,000	8 Jaz. & July.	New York.	1890	...	
2d Mortgage, guar. by Lessees..	500,000	8 March & Sept.	" " "	1879	85		2d Mortgage.....	81,000	8 May & Nov.	"	1886	...	
Grand Trunk (Ca.):							Iowa Falls and Sioux City:						
Equipment Bonds £500,000....	2,500,000	6* April & Oct.	London.	1877			1st Mortgage.....	2,960,000	7 April & Oct.	New York.	1917	53	
Equipm't Bonds No. 2 £500,000	2,500,000	6* Jan. & July.	" " "	1920			1st Mort. \$18,000 p.m., guar....	1,350,000	8 April & Oct.	New York.	1900	94	
Postal & Military B'ds £1,200,000	6,000,000	6* Feb. & Aug.	" " "	Perp.			Consolidated Mortgage (230 m. t. tronton (Penn.):	1,988,000	8 " " "	Philadelphia.	1875	...	
1st Preference Bonds £8,218,149	16,090,745	5* Jan. & July.	" " "	Irred.			1st Mortgage.....	610,000	7 Jan. & July.	New York.	1902	...	
2d Preference Bonds £2,327,808	11,639,040	4* " " "	" " "	" " "			1st Mortgage.....	1,317,000	8 Jan. & July.	New York.	1885	90	
3d Preference Bonds £7,183,910	36,819,550	4* " " "	" " "	" " "			1st Mort. (Northern Ext.) guar.	810,000	8 May & Nov.	"	1890	...	
Provincial Debentu's £3,111,500	15,557,500	...					2d Mortgage.....	185,000	8 March & Sept.	"	1878	...	
Great Western of Canada:							Consolidated Mortgage (230 m. t. Jacksonville, North West & S. East):	1,988,000	8 " " "	"	1891	51	
Mortgage Bonds £127,000....	635,000	6 Jan. & July.	London.	1876			1st Mortgage.....	610,000	7 Jan. & July.	New York.	1913	...	
Mortgage Bonds £547,000....	2,735,000	7* April & Oct.	" " "	177-178			1st Mortgage.....	472,000	7 Jan. & July.	New York.	1890	...	
New Bonds £1,000,000....	5,000,000	6 June & Dec.	" " "	1890			2d Mortgage.....	3,000,000	8 " " "	"	1890	...	
Debenture Bonds £1,743,160....	8,715,300	5 Jan. & July.	" " "	Perp.			Jamest'n & Frank. (L. S. & M. S.):	433,000	7 Jan. & July.	New York.	1897	...	
Great Western Railway of 1859:							1st Mortgage guaranteed.....	800,000	7 June & Dec.	"	1894	...	
1st Mort. ass'd by T. W. & W.	2,500,000	7 Feb. & Aug.	New York.	1888	106		2d Mortgage guaranteed.....	2,474,000	7 April & Oct.	New York.	1908	...	
2d Mort. " " "	2,500,000	7 May & Nov.	" " "	1893	62		1st Mort. (Hawley Section):	2,000,000	7 Jan. & July.	New York.	1887	80	
Green Bay and Minnesota:							2d Mort. ( " " " )	84,000	7 " " "	"	1889	...	
1st Mortgage.....	2,400,000	7* Feb. & Aug.	....	1900			1st Mort. (Carbondale Section):	2,000,000	7 Jan. & July.	"	1889	...	
Greenville and Columbia:							Jeffersonville, Madison & Indiana:						
1st Mortgage guar. by S. Car....	1,428,546	7 Jan. & July.	Columbia.	181-186	...		1st Mortgage consol. ....	2,474,000	7 April & Oct.	New York.	1908	...	
1st Mortgage not guaranteed..	376,768	7 " " "	" " "	" " "			2d Mortgage consol. ....	2,000,000	7 Jan. & July.	"	1910	...	
Greenwich and Johnsonville:							1st Mortgage (Ind. & Mad.) guar.	397,000	7 May & Nov.	"	1881	...	
1st Mortgage.....	185,000	7 May & Nov.	New York.	1889			1st Mortgage.....	250,000	7 Jan. & July.	New York.	1913	...	
Gulf, Western Texas and Pacific:							1st Mortgage (Ridgefield Park):	300,000	7 May & Nov.	"	1912	...	
1st Mortgage (Construction):							Joliet and Chicago (C. & Alton):						
Hannibal and Naples (T. W. & W.):							1st Mortgage skg fund guar....	336,000	8 Jan. & July.	New York.	1882	108	
1st Mortgage.....	675,000	7 May & Nov.	New York.	1898	53		1st Mortgage.....	250,000	7 Jan. & July.	New York.	1913	...	
2d Mortgage.....	225,000	7 Jan. & July.	" " "	1890			1st Mortgage.....	300,000	7 May & Nov.	"	1912	...	
Hannibal and St. Joseph:							2d Mortgage.....	300,000	6 April & Oct.	"	1881	...	
Missouri State Loan.....	1,500,000	6 Jan. & July.	New York.	177-184	105		1st Mort. (Delaware):	332,000	8 Jan. & July.	New York.	1890	...	
Missouri State Loan.....	1,500,000	6 " " "	" " "	1885	91		1st Mort. (Kalamazoo, Allegan & Gr. Rapids):	332,000	8 Jan. & July.	New York.	1890	...	
Fifteen years' bonds (277 m.):	5,798,000	8 March & Sept.	" " "	1885	91		1st Mort. guar. by Delaware....	500,000	6 Jan. & July.	Philadelphia.	1882	101	
1st Mort. (Q. & Palm. R. R. 15 m.)	500,000	8 Feb. & Aug.	" " "	1892			1st Mort. guaranteed.....	300,000	6 Jan. & July.	"	1900	102	
1st Mort. (K. City & Cam. RR 56m):	1,200,000	10 Jan. & July.	" " "	1886	90		2d Mortgage not guaranteed....	300,000	6 April & Oct.	"	1881	...	
General Land Mortgage (277 m.):	642,000	7 April & Oct.	" " "	1888	106		Junction, Philadelphia:	336,000	8 Jan. & July.	New York.	1882	108	
Harlem Extension:							1st Mort. (Delaware):	332,000	8 Jan. & July.	New York.	1890	...	
1st Mortgage.....	4,000,000	7 Jan. & July.	New York.	1890			1st Mort. (Kalamazoo, Allegan & Gr. Rapids):	332,000	8 Jan. & July.	New York.	1890	...	
Harisburg & Lancaster:							1st Mort. assumed by L. S. & M. S.:	840,000	8 Jan. & July.	New York.	1888	95	
1st Mortgage, guar. by Pa. R. R.:	100,000	6 Jan. & July.	Philadelphia.	1883	105		1st Mort. assumed by L. S. & M. S.:	840,000	8 Jan. & July.	New York.	1888	95	
Hartford, Providence and Fishkill:							1st Mort. assumed by L. S. & M. S.:	100,000	8 Jan. & July.	New York.	1897	...	
1st Mort. (H. I. 26.82 m. skg fund	481,000	7 Jan. & July.	Providence.	1876			1st Mort. guar. by lessees....	710,000	8 May & Nov.	New York.	1889	...	
1st Mort. (Conn. 96.34 m. skg f'd.):	1,574,500	7 " " "	Hartford.	1876			2d Mortgage.....	70,000	8 " " "	"	1889	...	
Holly, Wayne & Monroe (F. & P. M.):							Kalamazoo & White Pigeon:						
1st Mortgage guar., tax free....	1,000,000	8 Jan. & July.	New York.	1901			1st Mort. assumed by L. S. & M. S.:	400,000	7 Jan. & July.	New York.	1890	87	
Holyoke and Westfield:							1st Mort. ass'd by Han. & St. Jo.:	1,200,000	10 Jan. & July.	New York.	1886	90	
1st Mortgage.....	200,000	7 April & Oct.	Boston.										

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Price.
			When.	Where.					When.	Where.	
Kansas Pacific:											
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895						
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	64					
1st M. (3d D. 244.66 m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899						
1st Mort. (1,000,000 acres).	187,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76						
1st Mort. (2,000,000 acres) gold.	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880						
2d Mort. (" " gold.)	1,500,000	7*	March & Sept.	"	1886						
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896						
2d Mortgage (Gov't Subsidy).	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97						
3d Mortgage (Income).	4,275,350	7	March & Sept.	N. Y., L. & F.	1916						
Kent County (Del.)											
1st Mortgage for \$600,000.	400,000	6	Jan. & July.	Philadelphia.	1890						
Kentucky Central:											
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1888						
3d Mortgage.	237,000	7	June & Dec.	"	1888						
Keokuk and Des Moines:											
1st Mortgage.	1,947,000	7	April & Oct.	New York.	1904						
Funded Interest.	254,300	8	" "	"	1884						
Keokuk and St. Paul (C.B. & Q.):											
1st Mortgage traffic guar.	318,000	8	April & Oct.	Boston.	1879	101					
La Crosse, Trempealeau & Prescott:											
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877						
LaF, Blooming. & Miss. (T.W. & W.):											
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	70					
LaF, Muncie & Bloom. (T.W. & W.):											
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	40					
Lake Erie and Louisville:											
1st Mortgage.	1,092,000	7	April & Oct.	New York.	1892						
2d Mortgage.	590,000	7	Jan. & July.	"	1903						
Lake Ontario Shore:											
1st Mortgage (\$20,000 pr. m.).	1,438,200	7*	Jan. & July.	New York.	1897						
Lake Shore & Michigan South'n:											
Sinking Fund Mortgage.	1,146,000	7	April & Oct.	New York.	1879						
Consol. Mort. S. F., Reg'd.	7	J. A. J. & O.	"	"	1900	106					
Consol. Mort. S. F., Compn.	6,650,000	7	Jan. & July.	"	1900	108					
2d Consol. Mort. for \$25,000,000.	9,105,000	7	June & Dec.	"	1903	94					
Bonds of 1892 (Reg. & Coupon)	3,396,000	7	April & Oct.	"	1882						
Lake Shore Dividend Bonds.	1,442,000	7	" "	"	1899	108					
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880						
3d Mort. (" " "	1,000,000	7	April & Oct.	"	1892						
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885						
2d Mort. (" " "	2,682,900	7	" "	"	1877						
1st Mort. (Cleveland & Toledo)	1,593,000	7	Jan. & July.	"	1885						
2d Mort. (" " "	819,000	7	April & Oct.	"	1886						
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882						
Mort. Bonds (" " "	300,000	7	March & Sept.	"	1885						
Mort. Bonds (" " "	2,350,000	7	April & Oct.	"	1898						
1st M. (Detroit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906						
1st M. (Kalamaz. & White Pigeon)	400,000	7	Jan. & July.	"	1890						
1st M. (School. & Three Rivers)	100,000	8	" "	"	1887						
1st M. (Kal. & Schoolcraft)	100,000	8	" "	"	1887						
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	" "	"	1888						
1st M. (Jamestown & Franklin)	433,000	7	" "	"	var						
2d M. (" " "	500,000	7	June & Dec.	"	1894						
Lake Shore & Tuscarawas Valley:											
1st Mortgage gold.	2,000,000	7*	April & Oct.	Cleveland, O.	1901						
2d Mortgage, for \$1,000,000.	696,000	7	" "	"	1892						
Elyria and Black Rv. b'ds ass'd	180,000	7	May & Nov.	"	1892						
Lake Superior & Mississippi:											
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20					
2d Mort. gold tax free and conv.	2,200,000	7*	April & Oct.	"	1900						
Income Bonds.	3,200,000	10	" "	"	1902						
Lawrence (P. Ft. W. & Ch.):											
1st Mortgage, guaranteed.	355,000	7	Feb. & Aug.	New York.	1895						
Leavenworth, Atch. & N. West'n:											
1st Mort. guar. by Pac. of Mo.	500,000	7	April & Oct.	New York.	1899						
Leaven., Lawrence & Galveston:											
1st Mort. skg fund conv. gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21					
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890						
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891						
Lehigh and Lackawanna:											
1st Mortgage tax free.	300,000	7	Feb. & Aug.	Philadelphia.	1897						
Lehigh Valley:											
1st Mortgage (new loan).	5,000,000	6	June & Dec.	Philadelphia.	1898	108					
1st Mort. ( " " reg.)	6,000,000	6	Jan. & July.	"	1898	107					
2d Mortgage for \$6,000,000.	6,000,000	7	March & Sept.	"	1910	110					
General Mort. registered.	5,000,000	6*	June & Dec.	"	1923	90					
Lewisb. Centre & Spruce C. (P. & E.):											
1st Mortgage.	1,545,000	7	May & Nov.	Philadelphia.	1902						
Lexington & St. Louis (A. & P.):											
1st Mortgage gold.	900,000	6*	June & Dec.	New York.	1899						
Little Miami:											
1st Mortgage.	1,490,000	6	May & Nov.	Cincinnati.	1883						
Street Connection Bonds.	525,000	6	Jan. & July.	"	1894						
Cincinnati Loan.	100,000	6	May & Nov.	"	1890						
Little Rock and Fort Smith:											
1st Mortgage gold.	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900						
Land Grant sinking fund.	2,000,000	7	" "	"	1905	40					
Little Rock, Pine Bl. & N. Orleans:											
1st Mortgage.	750,000	7	Apr. and Oct.	New York.	1900	4					
Little Schuylkill (Phila. & Rdg.):											
1st Mortgage, Skg. Fd.	759,500	7	Apr. and Oct.	Philadelphia.	1877	101					
Logansport, Crawf. & Swstn Ind.:											
1st Mortgage gold.	1,500,000	8*	F. M. A. & N.	New York.	1900						
Long Island:											
1st Mortgage.	500,000	6	Jan. & July.	New York.	1875						
1st Mortgage (Extension).	176,000	7	Feb. & Aug.	Philadelphia.	1890						
1st Mortgage (Glen Cove Br.).	150,000	6	May & Nov.	"	1893						
General Mortgage.	176,000	7	" "	New York.	1899	1C2					
Louisiana & Mo. Riv. (Ch. & Al.):											
1st Mortgage.	1,300,000	7	Feb. & Aug.	New York.	1900	88					
Louisville, Paducah and S. W.:											
1st Mortgage.	900,000	8	March & Sept.	New York.	1890						
2d Mortgage.	900,000	7	May & Nov.	"	1893						

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.	Due				When.	Where.	Due		
Minneapolis & St. L. (Nor. Pacific)	\$					N.O. Jack. & Gt. N. (N.O. St. L. & C.)	\$						
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	...	
Minnesota and North Western:						2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	...	
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	Consol. Mort. for \$8,000,000.....	3,000,000	7*	Jan. & July.	"	1912	...	
Mississippi Cent. (N.O. St. L. & Chi.):						New Orleans, Mobile and Texas:							
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	1st Mort. (Mobile to N. Orleans).....	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	...	
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	1st Mort. (N. Orleans to Texas).....	7,250,000	8	"	New York.	1915	...	
General Mort. for \$5,000,000 gold	3,708,500	7*	May & Nov.	"	1912	2d Mort. endorsed by Louisiana.....	2,825,000	8	"	"	1915	...	
Mississippi, Ouachita & Red Riv.:						New York, Boston and Montreal:							
1st Mortgage gold.....	2,040,000	7*	Jan. & July.		1900	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	...	
Mississippi and Tennessee:						New York & Canada (D. & H. C.):							
1st Mortgage.....	600,000	7	April & Oct.	Memphis.	1876	1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	...	
Consolidated Mortgage.....	1,254,500	8	Jan. & July.	"	"	New York Central & Hudson R.:							
Tennessee State Loan.....	430,547			"		Debt Certificates (N. Y. Cent.).....	6,632,900	6	May & Nov.	New York.	1883	104	
Mississippi Valley and Western:						Bonds for B. & N. F. skg ( ).....	74,500	6	May & Nov.	"	1883	...	
1st Mortgage \$20,000 p. m. ....	800,000	7	Feb. & Aug.	New York.	1902	Bonds for R. R. Stocks ( ).....	592,000	6	"	"	1883	105	
Missouri, Iowa and Nebraska:						Bonds for Real Estate ( ).....	162,000	6	"	"	1883	104	
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.		1910	Bonds of 1854 renewed ( ).....	2,391,900	5	June & Dec.	"	1887	103	
Missouri, Kansas and Texas:						2d Mort. (Hudson River) E. F. ....	1,794,000	7	"	"	1885	113	
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	Bonds of 1871, tax free.....	107,704	7	April & Oct.	"	1891	...	
1st Mort. (Tebo & Neosho) S. F. ....	342,000	7*	June & Dec.	"	1903	1st Mort., coup. } for \$30,000,000.....	18,465,000	7	Jan. & July.	"	1903	118	
Consl. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	1st Mort., reg'd } for \$30,000,000.....	7	"	"	1903	119		
Additional Consol. Mort. ....	2,500,000	7	"	"	1905	1st Mort. Sterling for £2,000,000.....	9,733,333	6*	"	London.	1903	...	
Further Add. Consol. Mort. ....	600,000	7	"	"	1906	New York and Harlem:							
Missouri River, Ft. Scott & Gulf:						Consolidated Mortgage of 1863.....	103,000	6	Feb. & Aug.	New York.	1893	...	
1st Mortgage, Land Grant, S. F. ....	5,000,000	10	Jan. & July.	New York.	1889	Sinking Fund Mortgage of 1861.....	107,704	7	Jan. & July.	"	1881	...	
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	Consol. Mort. of 1872, coupon.....	10,500,000	7	May & Nov.	"	1900	118	
Mobile and Girard:						Consol. Mort. of 1872, reg. ....	7	"	"	"	1900	118	
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	N. York, Hudson & Northern:							
2d Mortgage.....	300,000	8	"	New York.	1889	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	...	
Plain bonds.....	33,500	8	"	Savannah.	1887	New York, Kingston & Syracuse:							
Mobile and Montgomery:						1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	...	
1st Mort. endor. by State of Ala. ....	1,243,000	8*	May & Nov.	New York.	1900	New York, N. Haven & Hartford:							
2d Mortgage.....	800,000	8	"	"	1st Mort. (Harlem & Portchester).....	2,000,000	7	.....	New York.	1903	...		
Mobile and Ohio:						New York and New England:							
1st Mortgage Sterling.....	5,680,000	6*	May & Nov.	Mob. & Lond.	1883	1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	...	
Interest bonds.....	1,524,300	8	"	Mobile.	"	1st mortgage, new.....	243,000	7	Jan. & July.	"	1905	...	
Sterling Interest bonds.....	769,920	6*	"	London.	1883	New York and Oswego Midland:							
Tennessee Substitution Bonds:						1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	...	
Special Mort. (Gainesville, Br'g)	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	...	
3d Mortgage.....	53,000	8	May & Nov.	Mobile.	"	2d Mortgage non-convertible.....	1,500,000	7	"	"	1896	...	
Consl. Mort. for \$15,000,000.	1,455,558	7*	March.	"	3d Mort. Equipment.....	3,800,000	7	.....	"	"	...		
Convertible 3 per cent. bonds.....	977,550	7	Jan. & July.	N. Y. & Lond.	1904	1st Mort. (West. Extension).....	2,425,000	7	.....	"	"	...	
Montclair (N. Y. and O. Mid.):					8 M. J. S. & D.	Consolidated Mortgage.....	1,200,000	7	.....	"	"	...	
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	---	New York, Providence & Boston:							
2d Mortgage.....	780,000	7	"	"	1900	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	...	
Income Mortgage.....	888,400	7	"	"	1900	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	...	
Montgomery and Erie (Erie):						General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	...	
1st Mortgage.....	127,600	7	May & Nov.	New York.	1888	Norfolk & Petersburg (A. M. & O.):							
2d	47,000	7	April & Oct.	"	1887	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	86	
Montgomery and Eufaula:						1st Mortgage.....	157,000	7	"	"	1877	84	
1st Mortgage end. by Ala. gold. ....	1,040,000	8*	March & Sept.	New York.	1886	2d Mortgage.....	454,000	8	"	Norfolk.	1893	70	
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	North Carolina:							
Monticello and Port Jervis:						1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, NC.	1878	...	
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	2d Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	...	
Morris and Essex (D. L. & W.):						3d Mortgage.....	232,500	8	"	"	1899	...	
1st Mortgage sinking fund, guar. ....	5,000,000	7	May & Nov.	New York.	1914	North Missouri (St. L. K. C. & N.):							
2d Mortgage.....	2,000,000	7	Feb. & Aug.	"	1914	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	100	
Convertible bonds.....	354,600	7	Jan. & July.	"	1915	2d Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1886	108	
Construction bonds.....	573,000	7	Feb. and Aug.	"	1900	3d Mortgage.....	1,500,000	7	May & Nov.	"	1896	110	
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1889	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	103	
Special Mortgage.....	1,025,000	7	"	"	1901	North Shore (Flush, N. S. & C.):							
Consl. mort. for \$25,000,000 guar.	3,239,000	7	June & Dec.	"	1915	1st Mortgage.....	155,000	7	Feb. & Aug.	New York.	1887	...	
Nashville, Chattanooga & St. Louis:						2d Mortgage.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irrad.	...	
1st Mort., endorsed by Tenn. ....	1,100,000	6	Jan. & July.	New York.	'74-'83	3d Mortgage, S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	103	
2d Mort. (Held by U. S. Gov.) .....	1,000,000	4	"	"	1913	Mortgage coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	102	
New Mortgage.....	4,700,000	7	"	"	1913	Mortgage registered.....	2,593,000	6	Jan. & July.	Baltimore.	1900	81	
Nashville and Decatur (L. & Nash.):						Consol. General Mort. S. F. ....	205,000	6	April & Oct.	"	1900	...	
1st Mortgage sinking fund, guar. ....	1,900,000	7	Jan. & July.	New York.	1900	Second General Mort. coupon.....	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904	...	
2d Mortgage gold.....	206,000	6*	April & Oct.	Nashville.	1887	Second General Mort. coupon.....	3,000,000	5	"	"	1926	...	
Nashua and Lowell:						Northern New Jersey (Erie):							
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	1st Mortgage skg fd guar.....	1,600,000	6	"	"	1926	...	
Newark & New York (O. of N. J.):						2d Mortgage.....	400,000	7	Jan. & July.	Jersey City.	1878	...	
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	3d Mortgage, R. R. & lands gold.....	30,097,600	7*	Jan. & July.	New York.	1900	114	
Newark, Somerset & Straitsville:						Northwestern Virginia:							
1st Mortgage gold.....	600,000	7*	May & Nov.	New York.	1889	1st Mort., assumed by B. and O. ....	140,000	6	Jan. & July.	Baltimore.	1885	100	
New Bedford:						Northwestern Union (C. & N. W.):							
1st Mort. (New Bed. & Taunton) .....	171,500	6	Jan. & July.	Boston.	1881	1st Mortgage.....	3,500,000	7*	.....	New York.	...	...	
New Issue for \$360,000.....	400,000	7	"	"	1881	2d Mortgage.....	400,000	6*	Jan. & July.	Boston.	1877	...	
New Haven and Derby:						Consl. Mort. Sterling.....	240,000	7	"	"	1877	...	
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'99	Nyack and Northern:							
New H., Middlet'n & Willim.:						1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	...	
1st Mortgage (coup. & reg.)....	3,000,000	7	May & Nov.	New York.	1889	Ogdensburg and Lake Champlain:							
2d Mortgage.....	2,000,000	7	"	"	1881	Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	95	
New Haven and Northampton:						Equipment Mortgage.....	200,000	8	"	"	1879	95	
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	95	
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	1891	Ohio and Mississippi:							
Holyoke and Westfield bonds.....	200,000	7	"	"	1891	Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	86	
New Jersey Midland (N.Y. & C.):						Consolidated S. F. Mortgage.....	3,478,000	7	"	"	1898	83	
1st Mort. gold, guar.....	2,000,000	7*	Feb. & Aug.	New York.	1895	Consolidated Mort. Sterling.....	112,000	7*	"	"	1898	...	
2d Mortgage.....	1,500,000	7	"	"	1891	2d Consol. Mort. & S. F. Bonds.....	3,864,000	7	April & Oct.	New York.	1911	31	
New Jersey and New York:						Income and Funded Debt Bonds.....	174,000	7	"	"	New York.	1882	...
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. or Lond.	1893	Debtenture Sinking Fund Bonds.....	140,000						

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price	Description of Bonds.	Amount.	Rate	Interest Payable.		Due	Price
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$ 590,000	7	April & Oct.	Philadelphia.	1896	85	Philadelphia, Wilmington & Balt. Mortgage, Loan, convertible	\$ 265,000	6	Jan. & July.	Phila. & Bost.	1884	103
1st Mortgage.....	590,000	7	April & Oct.	Philadelphia.	1896	85	Loan of 1867.....	1,000,000	6	April & Oct.	"	1887	...
Omaha and Northwestern:	16,000,000	7 1/2	Jan. & July.	New York.	1901	...	Loan of 1872.....	700,000	6	"	"	1892	104
1st Mort. Land Grant, Gold.....	16,000,000	7 1/2	Jan. & July.	New York.	1901	...	Loan of 1875.....	800,000	6	"	"	1900	...
Omaha and Southwestern:	1,034,000	8	June & Dec.	Boston.	1896	97 1/2	Pickering Valley (Phil. & Rdg):	831,800	7	April & Oct.	Philadelphia.	1900	...
1st Mortgage \$20,000 p.m.....	1,034,000	8	June & Dec.	Boston.	1896	97 1/2	1st Mortgage, guaranteed.....	831,800	7	April & Oct.	Philadelphia.	1900	...
Orange, Alex. and Manassas—							Pittsburg, Cinc. & St. Louis (Pa.):	775,000	7	Jan. & July.	Philadelphia.	1890	...
See Wash. C. Va. Mid. & Gt. So.							1st Mort. (Col. & Newark Div.):	3,000,000	6	Monthly.	New York.	1884	87
Oregon and California:							1st Mort. (Steub. & Ind. conv. Consol. Mortgage for \$10,000,000. Consolidated 2d Mortgage.....	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	74
1st Mortgage gold.....	10,950,000	7	April & Oct.	New York.	...		8,000,000	7	April & Oct.	"	1913	...	
Osage Valley & Southern Kansas:	200,000	10	Jan. & July.	New York.	1888	...	Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.	1912	119
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	...	1st Mortgage (Series A):	875,000	7	Feb. & Aug.	"	1912	...
Oshkosh & Miss. (C. M. & S. P.):	240,000	8	Jan. & July.	New York.	1891	...	1st Mortgage (Series B):	875,000	7	March & Sept.	"	1912	...
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	...	1st Mortgage (Series C):	875,000	7	April & Oct.	"	1912	...
Oswego and Rome (E. W. & O.):	500,000	7	May & Nov.	New York.	1916	...	1st Mortgage (Series D):	875,000	7	May & Nov.	"	1912	...
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	...	1st Mortgage (Series E):	875,000	7	June & Dec.	"	1912	...
Oswego and Syracuse (D. L. & W.):	201,000	7	May & Nov.	New York.	1885	...	2d Mortgage (Series F):	875,000	7	Jan. & July.	"	1912	...
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	...	2d Mortgage (Series G):	860,000	7	Feb. & Aug.	"	1912	116
Ottawa, Oswego & Fox River:	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series H):	860,000	7	March & Sept.	"	1912	...
1st Mortgage guar. by C. B. & Q.:	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series I):	860,000	7	April & Oct.	"	1912	...
Owensboro' and Russellville:	1,500,000	8	Feb. & Aug.	New York.	1892	...	2d Mortgage (Series K):	860,000	7	May & Nov.	"	1912	...
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	...	2d Mortgage (Series L):	860,000	7	June & Dec.	"	1912	...
Pacific of Missouri:	7,000,000	6*	Feb. & Aug.	New York.	1888	102 1/2	2d Mortgage (Series M):	860,000	7	Jan. & July.	"	1912	...
1st Mortgage gold.....	2,650,000	7	Jan. & July.	"	1891	87 1/2	Construction bonds of Jan. 1, '70	2,000,000	7	April & Oct.	"	1912	103
2d Mortgage.....	4,000,000	7	May & Nov.	"	1891	...	100,000	7	Jan. & July.	New York.	1887	...	
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1885	...	Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	...
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	...	Pittsburg, Va. and Charleston:	700,000	7	April & Oct.	New York.	1902	...
1st Mort. (Carondelet Branch):	500,000	6*	April & Oct.	"	1893	...	Pittsburg, Wash'gton & Baltimore:	4,000,000	7	Jan. & July.	Baltimore.	1898	93
Paducah and Memphis:	1,541,000	7*	Feb. & Aug.	New York.	1902	...	1st Mort. (Pittab. & Conn'lvile):	5,000,000	6	May & Nov.	"	1902	...
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	...	2d Mort. (do. (Balt. Loan):	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
Panama:	2,889,330	7*	April & Oct.	London.	1897	...	1st Mort. (Turtle Cr. Div. 10 1/2 m):	100,000	6	.....	Baltimore.	1883	...
Paris and Decatur:							Plymouth, Kankakee & Pacific:	20,000 pm	7*	Jan. & July.	New York.	1901	...
1st Mortgage gold, S. F.:	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	...	1st Mortgage for \$3,600,000.....	1,800,000	7*	May & Nov.	New York.	1899	...
Paterson and Newark (Erie):							Port Huron and Lake Michigan:	1,800,000	7*	May & Nov.	"	1900	...
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	1st Mortgage gold, for \$1,800,000	900,000	6*	Jan. & July.	Boston.	1900	...
Pekin, Line & Decatur (T.W. & W.):							1st Mort. (Maine Section) gold:	149,000	6*	May & Nov.	"	1901	15
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Consol. Mort. gold, for \$3,300,000	1,200,000	6*	May & Nov.	N. Y. & Bost.	1901	46
Pemberton & Hights. (U.C. of NJ):							Portland and Oxford Central:	250,000	6	Jan. & July.	Portland.	1883	...
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	1st Mortgage of 1863.....	700,000	6	Jan. & July.	Boston.	1887	...
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg f'd:	100,000	6	Jan. & July.	"	1887	...
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	...	1st Mortgage (equal lien):	100,000	6	April & Oct.	"	1887	...
1st Mortgage gold (S. F.) 2d series	2,000,000	7*	"	"	1900	...	2d Mort. (Portland Loan):	396,500	6	Mar. & Sept.	"	1891	...
Mort. gage.....	540,000	7	Feb. and Aug.	New York.	1881	...	Port Royal (S. C.):	2,000,000	7*	May & Nov.	N. Y. & Lond.	1891	46
Pennsylvania:							1st Mortgage gold, skg f'd.....	500,000	7*	"	"	1899	...
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	185 1/2	1st Mort. gold, guar. by Ga. R. R.	725,000	8	Jan. & July.	Boston.	1887	...
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	105	1st Mort. (Portland Loan) skg f'd	500,000	6	Jan. & July.	Boston.	1887	...
General Mortgage, registered.....							1st Mort. (Portland Loan):	100,000	6	Jan. & July.	"	1887	...
Consolidated Mortgage.....	29,250,000	6*	Jan. & July.	London.	1905	98	2d Mort. (Portland Loan):	396,500	6	Mar. & Sept.	"	1891	...
State line for \$7,500,000, skg f'd	4,785,102	5	April & Oct.	Philadelphia.	177-190	...	Port Royal (S. C.):	2,000,000	7*	May & Nov.	N. Y. & Lond.	1891	46
Pennsylvania Coal:							1st Mort. gold, skg f'd.....	500,000	7*	"	"	1899	...
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	...	1st Mort. gold, guar. by Ga. R. R.	725,000	8	Jan. & July.	Boston.	1887	...
Pennsylvania and Delaware:							1st Mort. (Portland Loan) skg f'd	500,000	6	Jan. & July.	"	1887	...
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	...	1st Mort. (Portland Loan):	100,000	6	Jan. & July.	"	1887	...
2d Mortgage.....	519,000	7	April & Oct.	"	1903	...	2d Mort. (Portland Loan):	396,500	6	Mar. & Sept.	"	1891	...
Pennsylvania & New York (L. V.):							Port Royal (S. C.):	2,000,000	7*	May & Nov.	N. Y. & Lond.	1891	46
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	108 1/2	1st Mortgage gold, skg f'd.....	500,000	7*	May & Nov.	"	1899	...
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	...	1st Mort. gold, guar. by Ga. R. R.	725,000	8	Jan. & July.	Boston.	1887	...
Peoria & Bureau Val (C. R. L. & P.):							1st Mort. (Portland Loan) skg f'd	500,000	6	Jan. & July.	"	1887	...
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	...	1st Mort. (Portland Loan) skg f'd	500,000	6	Jan. & July.	"	1887	...
Peoria & Hannibal (C. B. & Q.):							1st Mort. (Portland Loan) skg f'd	500,000	6	Jan. & July.	"	1887	...
1st Mortgage, traffic guaranteed.....	277,000	8	Jan. & July.	Boston.	1878	101 1/2	1st Mort. (Portland Loan) skg f'd	500,000	6	Jan. & July.	"	1887	...
Peoria, Pekin and Jacksonville:							1st Mort. (Portland Loan) skg f'd	500,000	6	Jan. & July.	"	1887	...
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	...	1st Mort. gold, conv. & tax free.....	644,500	7*	Jan. & July.	New York.	1910	...
2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	...	1st Mort. gold, conv. & tax free.....	78,000	7	"	"	...	...
1st Mort. guar. by C. B. & Q.:							2d Mort. (Portland Loan):	2,000,000	7*	May & Nov.	N. Y. & Lond.	1899	...
1st Mortgage.....	600,000	8	Jan. & July.	New York.	1877	...	1st Mort. gold, conv. & tax free.....	1,000,000	8	Jan. & July.	"	1899	...
Peoria & Hannibal (C. B. & Q.):							2d Mort. (Portland Loan):	500,000	8	Feb. & Aug.	New York.	1892	...
1st Mortgage, traffic guaranteed.....	277,000	8	Jan. & July.	Boston.	1878	101 1/2	1st Mort. gold, conv. & tax free.....	500,000	7	May & Nov.	New York.	1890	72
Peoria, Pekin and Jacksonville:							2d Mort. (Portland Loan):	500,000	7	Jan. & July.	"	1894	...
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	...	1st Mort. gold, conv. & tax free.....	125,000	7	Jan. & July.	"	1904	...
2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	...	2d Mort. (Portland Loan):	1,785,500	7	May and Nov.	"	1921	92
1st Mort. (Sundbury & Erie 40m):	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100 1/2	1st Mort. gold, conv. & tax free.....	1,092,000	6*	.....	"	...	...
1st Mortgage.....	5,000,000	6	"	"	1881	101 1/2	1st Mort. gold, conv. & tax free.....	600,000	6	Jan. & July.	Richmond.	1880	...
2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia.	1879	106	1st Mort. gold, conv. & tax free.....	157,500	6	"	"	1875	...
General Mort. for \$20,000,000.....	7,652,000	6*	"	"	1881	94	1st Mort. (Piedmont Branch):	500,000	8	.....	"	1888	...
Philadelphia and Atl. City:							1st Mort. (Northwestern, N. C.):	500,000	6	April & Oct.	N. Y. or Rich.	1888	...
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1897	...	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	1888-90	75
Philadelphia and Baltimore Cent.:							1st Mort. (Portland Branch):	57,777	6	Jan. & July.	Troy.	1880	114
1st Mortgage (Penn. Div. 36 1/2 m.):	800,000	7	Jan. & July.	Philadelphia.	1879	...	1st Mort. (Whitehall):	150,000	7	"	"	1887	...
1st Mortgage (Md. Div. 9 m.):	300,000	6	"	"	1891	...	1st Mort. (Troy, Salem & Rutl.):	400,000	7	March &			

## AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Saginaw Valley and St. Louis:	\$										
1st Mortg.	346,000	8	May & Nov.	Saginaw.	1892	---					
Saint Croix and Penobscot:											
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	---					
2d Mort. ( " )	17,800	6	"	"	1879	---					
Calais Loan (Lewey's Island)	116,000	6	June & Dec.	"	1876	---					
St. Joseph & Denver City:											
1st Mort. (E. D.) gold tax free..	1,000,000	8*	Feb. & Aug.	N. Y. & Lond.	1890	---					
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	---					
St. Joseph and St. Louis:											
1st Mortgage	1,000,000	6	May & Nov.	New York	1892	---					
St. Louis, Alton and Terre Haute:											
1st Mortgage akg f'd. (Series A)	1,100,000	7	Jan. & July.	New York	1894	110					
1st Mortgage akg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	110					
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	88					
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	88					
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	68					
Equipment Mortgage	300,000	10	March & Sept.	"	1894	---					
St. Louis, Iron Mt. and Southern:											
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York	1892	1024					
2d Mort. ( " )	6,000,000	7*	May & Nov.	"	1897	70					
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	"	1897	---					
1st Mort. (Cairo, Ark. & Tax.)	1,500,000	7*	"	"	1897	---					
Consolidated Mortgage	1,900,000	7	-----	"	1890	---					
St. Louis, Jacksonville & Chicago:											
1st Mortgage	2,929,000	7	April & Oct.	New York	1894	---					
2d Mortgage	548,000	7	Jan. & July.	"	1898	---					
St. Louis, Kansas City & North:											
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York	1895	103					
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	---					
St. Louis, Lawrence and Denver:											
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York	1901	---					
St. Louis and South Eastern:											
1st Mort. gold akg fund conv.	2,207,000	7	May & Nov.	New York	1894	---					
1st M. (Evans, D.) gold akg f'd/conv	1,000,000	7	"	"	1896	---					
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	---					
Consel. Mort. Skg. Fund.	2,000,000	7	Feb. & Aug.	"	1902	---					
St. Louis, Van. & T. H. (T.H. & L.):											
1st Mortgage, guaranteed...	1,899,000	7	Jan. & July.	New York	1897	---					
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	"	1898	---					
2d Mortgage (B.) convertible...	1,000,000	7	"	"	1898	---					
Income Mortgage...	1,000,000	7	March 1.	Pittsburg.	1901	---					
St. Paul and Iowa Southwestern:											
1st Mortgage	4,500,000	7*	May & Nov.	-----	1905	---					
St. Paul and Pacific 1st Division:											
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York	1892	---					
1st M. (St. Paul to Wabash) 80m.	366,000	7	Jan. & July.	"	1892	---					
2d Mort. ( " ) & 1st land gr.	1,116,750	7	June & Dec.	"	1892	---					
1st M. (Main L.) R.R. & Lands	3,000,000	7*	May & Nov.	London.	---	---					
2d M. ( " ) R. R. & Lands	8,500,000	7*	"	"	---	---					
General Mortgage for \$15,000,000	-----	7	-----	"	---	---					
St. Paul, Stillwater & Taylor's F.:											
1st Mortgage	450,000	8	Jan. & July.	New York	1901	---					
Salem (West Jersey):											
1st Mortgage guar...	100,000	6	Jan. & July.	Philadelphia.	1878	---					
Salem and Lowell (B. & L.):											
1st Mortgage	220,900	6	Feb. & Aug.	Boston.	1878	95					
Sand, Mansfield & Newark (B&O):											
1st Mortgage guaranteed...	2,301,000	7	Jan. & July.	New York	1900	91					
Sartoga & Whitehall (R. & S.):											
1st Mortgage, guaranteed...	400,000	7	March & Sept.	New York	1886	---					
Savannah, Albany & Gulf (A&G):											
Sectional Mort...	310,000	7	Jan. & July.	New York	Var.	---					
Savannah and Charleston:											
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York	1889	---					
State guaranteed (C. & S.) bonds	505,000	6	March & Sept.	Charleston.	1877	---					
Funded Interest bonds, guar...	111,800	7	"	New York	1889	---					
Savannah, Griffin & North Ala.:											
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	---					
Savannah and Memphis:											
1st Mort. gold, endor. by State.	10,000pm	8*	May and Nov.	New York	1890	---					
Schenectady & Susq. (D. & H. Can.):											
1st Mortgage gold, tax free...	400,000	7*	Jan. & July.	New York	1900	---					
Schoenck & Three R. (L.S. & MS):											
1st Mortgage	100,000	8	Jan. & July.	New York	1887	---					
Seaboard and Roanoke:											
1st Mortgage	210,000	7	Jan. & July.	New York	1880	---					
Seims and Gulf:											
1st Mort. (guar. by Ala.)	1,888,000	8 April & Oct.	New York	1890	---						
Seims, Marion and Memphis:											
1st Mort. guar. by Ala.	16,000pm	8 March & Sept.	New York	1889	---						
Seims, Roma and Dalton:											
1st Mort. tax free...	3,000,000	7	April & Oct.	New York	1887	---					
2d Mortgage	4,000,000	7	Jan. & July.	"	1891	---					
Equipment Mortgage	230,000	10	"	"	1881	---					
Shamekin Valley & Potow. (N.C.):											
1st Mortgage, on road and lands	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97					
Shayango and Fond du Lac:											
1st Mortgage	720,000	7	June & Dec.	New York	1884	---					
1st Mortgage extension...	694,000	8	April & Oct.	"	1896	---					
Shenango and Allegheny:											
1st Mortgage for \$1,000,000 ...	796,000	7	April & Oct.	New York	1889	---					
hepang Valley (O.L.):											
1st Mortgage	400,000	7	April & Oct.	New York	1891	---					
2d Mortgage	200,000	7	Jan. & July.	"	1892	---					
Shore Line (N. Y., N. H. & Hart.):											
1st Mortgage construction...	200,000	7	March & Sept.	Boston.	1880	---					
Sioux City and St. Paul:											
1st Mortgage	1,240,000	8	May and Nov.	New York	1901	---					
Land Grant Mortgage gold...	500,000	7	"	"	1891	---					
2d Mortgage	450,000	8	"	"	1891	---					
Equipment bonds...	166,000	10	"	"	1891	---					
St. Louis, City and Pacific:											
1st Mortgage gold...	1,620,000	6*	Jan. & July.	New York	1898	51					
2d Mort. (Gov. Subsidy)	1,623,200	6	"	"	U.S. Treasury	1898	---				
Traverse City (Gr. Rap. and Ind.):											
1st Mortgage	250,000	7	Feb. and Aug.	New York	1902	---					

## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Troy & Bennington (T. & B.): 1st Mortgage skg fund, guar....	\$ 59,700	7	Jan. & July.	Troy.	1878	...	Western Maryland: 1st Mortgage, unendorsed....	\$ 400,000	6	Jan. and July.	Baltimore.	1890	92
Troy and Boston.							1st Mort. endor. by Balt....	200,000	6	"	"	1890	107
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	2d Mort. "	300,000	6	"	"	1890	103
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	2d Mort. endor. by Wash. C. & S. P.:	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	...	2d Mortgage preferred....	600,000	6	"	"	1895	81
Convertible Bonds.....	648,000	7	"	"	1882	...	3d Mortgage endor. by Balt....	575,000	6	"	"	1900	110
Troy, Salem & Rutland (R. & S. R.): 1st Mortgage, guaranteed....	500,000	7	May and Nov.	New York.	1890	...	4th Mortgage....	1,000,000	6	"	"	1900	...
Troy Union (and Depot): 1st Mortgage, guaranteed....	680,000	6	Jan. & July.	New York.	1878	...	Western Pacific (Cen. Pac.): 1st Mort. assumed....	2,725,000	6	Jan. and July.	New York.	1890	104
Tuckerton: 1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	...	Western Pennsylvania (Penn.): 1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	81
Union Pacific: 1st Mortgage gold, tax free....	27,253,000	6	Jan. & July.	N. Y. & Bost.	1866-1867	105	1st Mortgage (Pittsbg. Branch): General Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1896	...
1st Mort. Land Grant.....	7,404,000	7	Apr. and Oct.	"	1887	103	1st Mortgage.....	1,200,000	7	...	Philadelphia.	1875	...
2d Mortgage (Gov. subsidy)....	27,236,512	6	Jan. & July.	U.S. Treasury.	1866-1869	...	West Jersey: Debenture bonds guar. by C. & A. & W. R.:	400,000	6	March & Sept.	Camden.	1883	82
3d Mortgage Sinking Fund.....	14,188,000	8	March & Sept.	New York.	1894	97	1st Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1896	...
Omaha Bridge Bonds Sterling.....	2,279,000	8	Apr. and Oct.	London.	1895	...	1st Mortgage for \$5,000,000....	3,500,000	7	Jan. and July.	New York.	1896	...
Union Pacific (Central Div.): 1st Mortgage gold, tax free....	1,800,000	6	May and Nov.	New York.	1896	...	West Wisconsin: 1st Mort. land gr. gold skg fund....	8,900,000	7	Jan. and July.	N. Y. or Lond.	1887	...
2d Mortgage (Gov. subsidy)....	1,800,000	6	Jan. & July.	U.S. Treasury.	1867-1878	...	1st Mort. (Southern Extension).....	640,000	7	"	"	1902	...
Union Pacific, S. Br. (M. K. & T.): 1st Mortgage gold, skg fund....	3,220,000	6	Jan. & July.	New York.	1899	...	White Water Valley: 1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	...
Union & Titusville (P. T. & Buff.): 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	Wico Mieo and Pocomoke: 1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
United N. J. R. R. & Canal Co.: Loan of 1901 (United Compan's).....	3,000,000	6	March & Sept.	Philadelphia.	1901	103	Williamston and Tarboro: 1st Mortgage.....	250,000	6	May and Nov.	New York.	1900	...
Sterling Loan £369,200 (U. Co's).....	1,848,000	56	"	London.	1894	...	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1899	102
Sterling Loan £360,000 ("").....	1,800,000	6	"	"	1888	...	2d Mort. (Cape May & Millville).....	1,000,000	7	Apr. and Oct.	Philadelphia.	1875	...
Loan of 1884 Sk. Fund ("").....	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	...	Consolidated Mortgage.....	...	...	Camden.	1896	...	
Loan of 1888 (United Compa's).....	154,000	6	Feb. and Aug.	"	1888	96	West Wisconsin: 1st Mort. land gr. gold skg fund....	8,900,000	7	Jan. and July.	N. Y. or Lond.	1887	...
3d Mort. to State of N. J. (U. Co's).....	500,000	7	(Due 90 days after demand).....	"	1880	...	1st Mort. (Southern Extension).....	640,000	7	"	"	1902	...
Sterling S. F. £262,000 (C. & Am.): Loan of 1883 (Camden & Amb'y).....	1,760,000	56	"	Philadelphia.	1883	103	White Water Valley: 1st Mortgage.....	1,021,840	6	Feb. and Aug.	Cincinnati.	1890	...
Loan of 1889 ("").....	566,000	6	June & Dec.	Princeton.	1892	102	Wilmington and Reading: 1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	...
Mortg. Loan ("").....	5,000,000	6	May and Nov.	Philadelphia.	1890	106	2d Mortgage coupon or regis....	250,000	6	May and Nov.	New York.	1900	...
Loan of '78 (N. J. R. R. & T. Co.): Bond to State of N. J. (do.).....	450,000	6	Feb. and Aug.	New York.	1873	...	Wilmington and Weldon: Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	...
Utah Central: 1st Mortgage.....	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	1890	...	Sterling Bonds.....	221,400	7	May and Nov.	London.	1886	...
Utah Southern: 1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City.	1890	...	Sinking Fund gold, Bonds.....	748,000	7	Jan. and July.	New York.	1896	100
Utica and Black River: 1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City.	1891	...	Wilmington and Western (Del.): 1st Mortgage.....	500,000	12	J. A. J. & G.	Phil. & Wilm.	1892	...
Bonds of 1871 (2d issue).....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	...	Winona & St. Peter (C. & N. W.): 1st Mortgage \$20,000 p. m. ....	2,750,000	7	Jan. and July.	New York.	1887	80
Utica, Ithaca and Elmira: 1st Mortgage, Sterling.....	575,000	7	"	"	2d Mortgage \$12,000 p. m. ....	1,050,000	7	May and Nov.	New York.	1897	65		
Special Loan 1871.....	1,500,000	7	Jan. & July.	London.	1902	...	Extension mortgage bonds....	4,875,000	7	June & Dec.	Baltimore.	1906	...
Vineyard:							Wisconsin Central: 1st M. L. G. gold S. F. \$25,000 p. m. ....	4,818,500	7	Jan. and July.	Boston.	1901	88
Vermont Cent.—See Central Vt.							Worcester (Md.): 1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	...
Vermont and Massachusetts: 1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	Worcester and Naushua: Plain Bonds.....	123,000	7	Jan. and July.	Boston.	1881	...
Convertible bonds, tax free....	200,000	7	"	"	1879	104	Plain Bonds.....	186,300	7	Varietta.	"	1891	...
Convertible bonds.....	150,000	7	"	"	1885	108	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1898	107
Vicksburg and Meridian: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	...	CANAL BONDS.						
General 2d series (blue).....	850,000	7	"	"	1890	...	Chesapeake and Delaware: 1st Mortgage sinking fund....	1,998,750	6	Jan. and July.	Philadelphia.	1886	85
Mortg. 3d series (black).....	138,000	7	"	"	1890	...	Chesapeake and Ohio: Sterling Loan guaranteed....	4,375,000	6	J. A. J. & O.	London.	1896	...
4th series (not end.).....	1,141,700	8	Apr. and Oct.	"	1890	...	Preferred Bonds (next lion)....	1,998,500	6	Jan. and July.	Baltimore.	1888	...
Special Loan 1871.....	218,000	8	Jan. and July.	"	1890	...	1st Mortgage, guaranteed....	500,000	6	Jan. & July.	Philadelphia.	1878	37
Vineyard:							Delaware Division (L. O. & N.): Delaware and Hudson:	500,000	6	Jan. & July.	Philadelphia.	1878	37
1st Mortgage tax free....	750,000	7	Apr. and Oct.	New York.	1890	...	1st Mort. 1st series, Nov. 1, 1877 regis. 2d series, July 1, 1880 terminated. 3d series, Jan. 1, 1871 Coupon bonds of 1874.....	1,500,000	7	May and Nov.	New York.	1877	97
Virginia & Tennessee (A. M. & O.): 1st Mortgage.....	494,000	6	Jan. and July.	N. Y. & Lynch.	1873	...	2d series, Jan. 1, 1871 Coupon bonds of 1874.....	5,500,000	7	Jan. and July.	"	1894	...
3d Mortgage.....	990,000	6	"	"	1884	81	3d series, Jan. 1, 1871 Coupon bonds of 1874.....	5,200,000	7	"	"	1894	...
5th Mortgage.....	900,000	8	March & Sept.	"	1890	80	4th series, Jan. 1, 1871 Coupon bonds of 1874.....	5,000,000	7	Apr. and Oct.	"	1894	...
Registered Certificates.....	116,000	8	Jan. and July.	"	1875	...	Lehigh Coal and Navigation: Loan of 1877: Debentures.....	162,750	6	June & Dec.	Philadelphia.	1877	94
Funded Interest.....	210,000	8	"	"	1880	...	Convertible Debentures.....	41,550	6	"	"	1882	...
Wallkill Valley (Erie): 1st Mortgage gold, tax free....	810,500	10	Apr. and Oct.	New York.	1901	...	Convertible Loan, gold.....	77,100,000	6	March & Sept.	"	1894	...
Warren (D. L. & W.): 1st Mortgage, guaranteed....	511,400	7	Feb. and Aug.	New York.	1875	...	1st Mortgage, registered....	5,251,920	6	J. A. J. & O.	1884	101	
2d Mortgage, guaranteed....	760,000	7	May and Nov.	"	1900	106	Int. Mortgage, reg. (I. R.): Mortgage (equip. loan, gold).....	2,000,000	6	J. M. A. & N.	1897	101	
Warren & Franklin (P. T. & B.): 1st Mortgage, assumed....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	Consolidated Mortgage.....	4,055,000	6	June & Dec.	"	1897	87
Warwick Valley (Erie): 1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	...	Greenwood Mortgage Loan.....	4,115,000	7	Feb. and Aug.	"	1911	90
Wasatch and Jordan Valley: 1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	...	Greenwood Mortgage Loan.....	146,000	8	Apr. and Oct.	"	1892	...
Washington City, Va. Mid. & G. So.: 1st Mort. (O., Alex., & Mahaska).....	1,650,000	7	Jan. and July.	Baltimore.	1882	65	Monongahela Navigation: 1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	...
2d Mort. ("").....	350,000	7	"	"	1891	...	1st Mort. (and Banking).....	103,000	6	Jan. and July.	"	1887	...
1st Mort. (Orange & Alexandria).....	400,000	6	May and Nov.	"	1873	89	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
2d Mort. ("").....	1,000,000	6	Jan. and July.	"	1875	72	Boat Loan, sinking fund....	236,000	6	Apr. and Oct.	Philadelphia.	1899	101
3d Mort. ("").....	600,000	8	May and Nov.	"	1873	60	Preferred Stock Dividend Scrip....	102,104	7	Jan. and July.	Philadelphia.	1887	...
4th Mort. ("").....	700,000	8	March & Sept.	"	1880	33	Pennsylvania: 1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	...
Funded Coupons (do.).....	722,064	6	"	"	1896	...	1st Mortgage.....	1,000,000	6	Jan. and July.	Philadelphia.	1878	66
1st Mort. (Lynchburg & Danville): Virginia State Loan.....	521,000	6	Apr. and Oct.	"	"	1st Mortgage (W. Va. Val. Can.): Schuylkill Navigation (Phila. & Edg.):	500,000	6	"	"	1878	...	
2d Mort. ("").....	249,962	7	Jan. and July.	"	"	1st Mortgage.....	1,714,350	6	March & Sept.	Philadelphia.	1872	63	
Washington and Ohio: 1st Mort. (Alex., Lou., & Ham.): 1st Mortgage for \$20,000,000....	47,000	7	May and Nov.	New York.	1898	...	2d Mortgage.....	8,996,592	6	Jan. and July.	Philadelphia.	1872	63
1st Mort. ("").....	255,500	7	Apr. and Oct.	"	1901	35	Improvement bonds.....	266,000	6	May and Nov.	"	1892	...
Western North Carolina: 1st Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	10	Boat and Car Loan.....	766,680	6	"	"	1913	...
Western of Alabama: 1st Mortgage (Western R. R.): 1st Mortgage (M. & W. Point R. R.): 2d Mortgage (consol. guar. ....)	800,000	8	Apr. and Oct.	New York.	1888	...	Boat and Car Loan.....	621,000	7	"	"	1913	...
Income Mortgage.....	750,000	8	"	"	1881	...	Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1896	...
2d Mortgage ("").....	1,185,000	8	"	"	1900	...	Susquehanna and Tidewater:	1,000,000	6	Jan. and July.	Philadelphia.	1886	...
Income Mortgage.....	805,000	8	Various.	"	Var.	...	2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Philadelphia.	1886	...
Western Union Telegraph:							3d Mortgage (Susquehanna Canal): Pref. Int. Bds. ....	1,211,000	6	Jan. and July.	Philadelphia.	1874	65
Real Estate Bonds, Sink. Fund.....	9,200	7	May and Nov.	New York.	1876	...	3d Mortgage (Canal): Pref. Int. Bds. ....	2,245,810	6	May and Nov.	Philadelphia.	1894	...
Bonds (S. F.) Conv. till May '85.....	1,498,000	70	"	"	1902	...	2d Mortgage....	5,000,000	6	Jan. and July.	Philadelphia.	1894	...
2,988,000	7</												

## **RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c, &c.**

2000 (2) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (...) signify "not ascertained."

### Abstract of General Balance Sheet

Abstract of General Balance Sheet.									
Market.	Par.	1c.	2c.	3c.	4c.	5c.	6c.	7c.	Shares.
Dividends.									
Net									
Gross.									
Passenger.									
Freight.									
Trains Moved.									
Railroad Operated.									
Surplus Income.									
Accounts.									
Bonds.									
Stocks.									
Accounts and Cash.									
Assets.									
Rolling Stock.									
Railroad.									
Companies.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad in progress.									
2d Track and Sidings.									
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad in progress.									
2d Track and Sidings.									
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.									
2d	Track and Sidings.	M.	M.						
Branch Line.	M.	M.							
Main Line.	M.	M.							
Lines.									
Ad.									
Rolling Stock.									
Cars.									
Freight.									
B. M. P.									
Pass.									
Engines.									
Railroad.					</				



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."  
And Grant Railroads are printed in *Italics.* Railroads distinguished by a "4.".

### 3. Abstract of General Policies Short



## RAILROAD SHARE LIST, including Millenge, Rolling stock, Debts, Income, Dividends, &c., &c.

While "the column headed "Rolling Stock" signifies that the cost therof is included, in that headed "Railroad" A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertain'd." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A Rolling Stock signified that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running date (---) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." Land Grant Railroads are distinguished by a "L."<sup>1</sup>

**Philadelphia Stock Exchange.**  
*Closing Prices for the week ending July 1*

*Closing Prices for the week ending July 10.*

	W. 4.	Tb. 5.	F. 6.	Sat. 7.	M. 8.	Tu. 10.
Allegheny Val. 7 3-10%	108	108	108	108	108	108
7s, Income						
Camden & Am. 6s, 1888						
6s, 1889						
Mort. 8s, 1889			107	108		
Camden and Atlantic						
Preferred						
1st mortgage						
2d mortgage						
Catawissa						
Preferred						
New preferred						
7s, new						
Del. & Bound Brook						
7s						
Elmira & Williamsport						
Preferred						
7s						
Hunt. & B. Top Mt						
Preferred	5	5				
2d mortgage						
Lehigh Navigation	10	184	184	184	184	184
6s, 1884			104	104	104	104
Gold Loan	87	87	87	87	87	87
Railroad Loan	1014					
Conv. Gold Loan						
Lehigh Valley	321	322	322	322	322	322
6s, new, coupon	107	107				
6s, new, registered						
7s						
Consol. mort. 6s						
Little Schuylkill						
Minehill & Sch. Haven						
North Pennsylvania	40	41				
1st mortgage 6s	108					
2d mortgage 7s	109					
Gen'l mort. 7s, coup.						
Gen'l Mort. 7s, reg.	104	104x				
Northern Central						
Pennsylvania R. R.	304	301	311	311	311	311
1st mortgage		104		104		
Gen'l mortgage		105x				
Gen'l mort. reg.	107	107				
Consol. mort. 6s, reg.	93					
Penn. & N.Y. Canal 7s	1084					
Penn. State 6s, 2d series						
do. 3d series	1091x	1094	1061	1061	1061	1061
do. 5s, new	1061	1061	1061	1061	1061	1061
Philadelphia City, 6s						
6s, new	1101	1101	1101	1101	1101	1101
Phila. and Reading	114	114	114	114	114	114
Debenture bonds						
7s, of 1892						
7s, new convertible	45	45				
Gen'l mortgage 7s	92					
Gen'l mortgage, reg.	92					
Philadelphia and Erie						
1st mortgage, 6s						
2d mortgage, 7s	94x					
Pittsb. Cinc. & St. L. 7s		74				
Pittsb. Titusv. & Buff.		6				
7s	50					
Schuylkill Navigation						
Preferred						
6s, 1872						
6s, 1882						
6s, 1896						
United Co. of N. Jersey	126		128		128	
Hentonville, (Horse)		12				
Chestnut & Wal. (do.)						
Germantown (do.)						
Green and Coates (do.)						
Lombard & St. (do.)						
2d and 3d streets (do.)						
Spruce and Pine (do.)						
13th and 15th sts (do.)						
<b>Baltimore Stock Exchange.</b>						
<i>Closing Prices for the week ending July 10.</i>						
	W. 4.	Tb. 5.	F. 6.	Sat. 7.	M. 8.	Tu. 10.
Baltimore and Ohio			98	92	92	92
6s, 1880		100				
6s, 1885						
Central Ohio						
1st mortgage	95					
Marietta & Cincinnati						
1st mortgage, 7s	85	83	82	84	85	85
2d mortgage, 7s	32		32	33	33	33
3d mortgage, 8s	9	9	10	11	12	12
Northern Central						
2d mortgage, 6s, 1885						
3d mortgage, 6s, 1900						
6s, 1900, Gold						
Orange and Alex. 1st.						
2d mortgage, 6s						
3d mortgage, 8s						
4th mortgage, 8s						
O. Alex. & Manassas 7s						
Pittsb. & Connellv. 7s	92		92	93	93	93
Virginia 6s, Consol.	70	70	70	68	68	68
Consol. Coupons	80	80	80	81	81	81
Deferred Certificates						
Western Maryland						
1st M., end. by Balt.						
2d M., do.						
3d M., do.						
1st M., undenored.						
2d M., end. Wash. Co.						
3d M., do.						

## New York Stock Exchange.

	Th. b.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11.
Adams Express	95	95	96	96	98	
Albany and Susq.			66			
1st mortgage						
2d mortgage						
American Express	43	43	43	43	44	
Am. Dock and Imp. 7s.						
Atlantic & Pacific Tel. 2c	20		20	20		
Boat, Hart, & Erie 1st.						
Burl. C. R. & Minn. 1st. 45					45	
Central of N. Jersey	8	8	8	9	9	
1st mortgage, new...	110	111	111	111		
7s, consolidated	60		62	61	60	
7s, convertible	58	55	58	60	59	
Central Pacific 6s, gold 107	108	107	108	108		
1st M. (San Joaquin)	90	89	90	90	90	
1st M. (Cal. and Or.)	86					
Land grants 6s						
Chicago and Alton	88		88	84	85	
Preferred			102			
1st mortgage				117		
Sinking Fund						
Income bonds	108					
Ohio, Bur. & Quincy	98			100	99	
7s Consol, 1903	108	104	108	108	109	
9s, 1883	116x					
Chic. & Milwaukee 1st.						
Chic. M. H. and St. Paul	20	20	21	22	21	
Preferred	53	55	55	55	55	
1st mortgage, 8s	117					
2d mortgage, 7s-10s			100			
7s, gold	91	92	91			
1st M. (La Crosse div.)			102			
1st M. (I. and M. div.)	88		88	88		
1st M. (L. and D. div.)						
1st M. (H. & D. div.)						
1st M. (C. & M. div.)	97	97	97			
Consolidated S. F. 8s	85	85	85			
Ches. & Northwestern	20	20	21	21	21	
Preferred	46	46	46	48	48	
1st mortgage				107		
Sinking Fund						
Consolidated 7s	106					
Consol. Gold bonds	86	86	86	86	86	
Do. reg.	84					
Chic. Rock Isl. & Pac.	92	93	94	94	93	
7s, 1896	109	108	108	108	109	
6s, S. F.	106					
6s, 1917	104	104	103	103	104	
Olev. Col. C. and Ind.			26	24	26	
1st mortgage						
Clev. & Pittsburgh guar.	78	80	80	80	81	
7s, Consolidated	110					
4th mortgage	103x				104	
Olev. P. and Ash. 7s						
7s, new...						
Col. Chi. & Ind. Cent.						
1st mortgage	23			26	26	
2d mortgage						
Del. & Hudson Canal	34	36	38	38	38	
Reg. 7s, 1891			60			
Reg. 7s, 1884		89				
7s, 1894						
Del. Lack. & Western	37	37	40	42	41	
2d mortgage 7s						
7s, Convertible						
Det. Mon. & Tol. 1st						
Dt. of Columbia 3-6s	79	79	79	79	79	
Erie Railway	6	7	8	6	7	
Preferred	106	17	17			
1st mortgage						
2d mortgage	105			105		
3d mortgage		106	105			
4th mortgage	103	102		102		
5th mortgage					92	
Great Western 1st mort	90x					
2d mortgage						
Hannibal & St. Joseph	13	13	13	13	13	
Preferred	33	30	30	31	31	
8s, Convertible	92	90	90	91	91	
Hudson River 2d mort.					118	
Illinois Central	53	55	55	57	53	
Kansas Pacific 1st mort.						
Lake Shore & Mich. So. 49	49	50	51	51	50	
Consol. 7s					108	
Consol. 7s, reg.	107				106	
2d Consolidated		94				
Lake Shore Div. bonds		108				
Leh. & W. B. 7s, Con.	22			22		
Long Dock bonds						
Uville & Nash. 7s Cons	93				93	
Michigan Central	41	41	41	42	41	
7s, 1902	102	102	102	102	102	
8s, 1882						
M. S. and N. I. 1st. S. F.						
2d mortgage	102					
Morris and Essex	56	65	66	68	70	
1st mortgage					118	
2d mortgage	105					
7s of 1871	97	97				
7s, Convertible						
7s, Consolidated					88	
N. Y. Cent. & Hud. Riv	92	93	94	94	93	
7s, Sinking fund, 1876						
6s, Sinking fund, 1888	104			104		
6s, Sinking fund, 1887						
1st mortgage	117x			118		
1st mortgage, reg.						
N. York and Harlem	140					
Preferred						
1st mortgage	118	118				
1st mortgage, reg.						

## New York Stock Exchange.

	Th. b.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11.
New Jersey					129	
N. Y., N. Haven & Hart			149	149	149	
North Missouri 1st M.			100	100	100	
Ohio and Mississippi	21	24		20	21	
Preferred		41		41		
2d mortgage	30	30		30	31	
Consolidated 7s		85	83		84	
Pacific Mail S. S. Co.	19	20		20	20	
Pacific R. R. of Mo.		101	101	102	102	
1st mortgage		101		102	102	
2d mortgage					87	
Panama		98	98			
Pitts., Ft. W. & Chi. gld		89	90	90	90	
1st mortgage		119	119			
2d mortgage						
3d mortgage						
Quicksilver Mining Co.		141				
Preferred		25		24		
St. L. Alton and T. H.						
Preferred						
1st mortgage					110	
2d mort. preferred		86			88	
Income bonds						
St. L. Iron Mt. & S'tn	51		51	51	51	
1st mortgage					102	
St. L. Jack & Chi. 1st						
St. L. Kan. City & N.	4	21	21			
Preferred					23	
Tol. P. & War. 1st E. D.						
1st mort., West. Div.						
Tol. Wab. & Western						
Preferred						
1st mortgage		91x		92		
2d mortgage						
7s, Consolidated						
St. Louis Division	72				73	
Union Pacific	66	66	65	65	65	
1st mortgage	105	105	105	105	105	
Land Grant 7s	103	103				
Sinking Fund 8s	98	97	98	98	98	
United States Express	41	41				
Wells-Fargo Express					82	
Western Pacific bonds	100	100				
Western Union Tel.	68	68	59	59	59	
Western Union, 1900					102	

## New York Stock Exchange.

	Th. b.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11.
FEDERAL STOCKS:						
U. S. 4s, 1891, reg.			108	109	109	109
U. S. 4s, 1891, coup.			104	104	104	104
U. S. 5s, 10-40s, reg.	112		112	113	113	113
U. S. 5s, 10-40s, coup.			118			
U. S. 5s, 1881, reg.			111	111	111	111
U. S. 6s, 1881, reg.			111	111	111	111
U. S. 6s, 1881, coup.			115x	112	112	112
U. S. 6s, 5-20s, reg.	116		116	116	116	116
U. S. 6s, 5-20s, c. n. 1865 106			106			
U. S. 6s, 5-20s, reg. 1867, 109			109	109	109	109
U. S. 6s, 5-20s, c. 1867, 109			109	109	109	109
U. S. 6s, 5-20s, reg. 1868			112			
U. S. 6s, 5-20s, c. 1868, 112			112			
U. S. 6s, Pac. R. R. issua						

## London Stock Exchange.

	000 £	Closing Price.
June 29		June 22
Atlantic & Gt. W. 1st mort.	1,000	1,010
Do. 2d mort.	1,000	1,010
Do. 3d mort.	1,000	1,010
Do. 1st mort. trust. certificates	100	100
Central Pacific of California 1st mort.	102	104
Detroit & Milwaukee 1st mort. bonds	100	100
Do.	100	100
Erie shares, \$100	100	100
Do. Reconstruction Assess. \$6 pd.	114	114
Do. Re. Consol. Mort. Sterling	112	112
Do. with Rec. T. C. C. of 8 Cou.	68	70
Illinois Central \$100 shares	50	52
Lehigh Valley Consol. mortgage	86	87
Marietta and Cincinnati Railway	100	102
N. Y. Cent. & Hud. Riv. Mt. bonds	112	113
Do. 1st mortgage	85	87
Pennsylvania, \$50 shares	28	29
Do. 1st mortgage	98	101
Philadelphia and Reading \$50 sha.	104	114
Pittsbg. Ft. W. & Chic. Equip. bds.	99	100
Union Pacific Land Grant 1st mort.	98	100
101	102	102

## American Railroad Journal.

	Saturday, July 14, 1877.					
Financial and Commercial Affairs.						
Throughout the week, the supplies of Money have been steadily augmenting, mainly from the July interest and dividend disbursements, which, for this time of general business prostration, have been remarkably liberal. Lenders have been quite urgent in their offerings to responsible borrowers, with a view to the prompt placing of balances. Rates have ruled low and easy. Call loans have been quoted here at 1						

requirement of reserve to liabilities of \$21,899,150, as against \$21,190,450 the preceding week, \$9,089,778 the week ending 14th April (the lowest footing of this item thus far in the current year,) and \$24,781,800 on January 27 (which latter was the highest aggregate reached this year.) The City bank exchanges in currency reached \$845,922,956, or a daily average of \$69,184,591.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$48,898,694, against \$49,681,717 the preceding week; and a coin hoard of \$82,926,868, against \$83,618,820 on the return of a week earlier. The Customs revenue of the port during the past week was \$1,149,000.

The aggregate of the outstanding U. S. currency of all denominations, July 1st, was \$881,684,573. The outstanding amount of legal tender notes is \$359,784,832. The National bank circulation is now \$315,427,097 of currency notes and \$1,428,520 of national gold bank notes.

National Bank notes received at the Treasury Department last week for redemption were to the amount of \$8,805,600.

The income of the Government from internal revenues last week was about 2½ millions, and during the fiscal year ending June 30, 1877, \$118,488,279, against \$116,700,782 in the preceding fiscal year; and from Customs last week about 2½ millions, and in the last fiscal year \$130,439,419, against \$148,071,985 in the preceding fiscal year.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$6,822,368; special deposit of legal tenders for the redemption of certificates of deposit, \$55,675,000; Coin, \$104,004,049, including of Coin certificates, \$41,146,600.

Gold has been ruling stronger, especially toward the close under a livelier speculative inquiry, stimulated, in good part, by the tenor of the political and war advices from Europe. The customs call has been light, and the export drain limited. The extremes of the price during the week have been 105½@105½, closing at 105½, as against 105½ on Wednesday of the preceding week. The lowest point yet touched was 104½, on Friday, March 2d. The specie outflow last week was \$801,684, (of which \$139,548 to London, \$605,000 to Liverpool, \$158,000 to Paris, and \$4,000 to Aspinwall,) making the total exports of specie hence since January 1, \$20,862,766, against \$21,604,052 the same time in the preceding year. The imports of specie at this port last week were \$55,812, (of which were \$36,720 from Havana, and since January 1st, \$7,396,681 as against \$2,326,088 same time last year. The Customs demand for gold last week averaged only \$230,000 per day. Foreign Exchange has been in comparatively limited request, at easier rates leaving off barely steady. Bankers' sixty day bills on London closed on Wednesday at \$4 86½@\$4 87½; sight bills on London at \$4 89½@\$4 89½ to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,408,668 as against \$2,588,262 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$1,002,558 of Dry Goods and \$4,406,100 of General Merchandise. The week's export of Domest-

tic Produce and Miscellaneous Goods from this port were \$5,022,896, against \$7,170,896 same week in 1876.

Government securities have been more active at generally stronger prices. The July interest and dividend disbursements served to stimulate purchases on investment account. At the close the market was quoted firm, leaving off on Wednesday as follows:

United States currency sixes, 128½@128½; do. 6s., 1881, registered, 111@111½; do. coupon, 112@112½; do. 1865, new, registered, 106½@106½; do. coupon, 106½@106½; do. 1867, registered, 109½@109½; do. coupon, 109½@109½; do. 1868, registered, 112½@118; do. coupon, 112½@118; do. ten-forties registered, 112½@112½; do. coupon, 118½@118½; do. five per cents 1881, registered, 111½@111½; do. coupon, 111½@111½; do. 4½ per cents, 1891, registered, 108½@109; do. coupon, 108½@109; Central Pacific Gold bonds, 108@108½.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$388,623,600, and \$18,857,000 as security for public deposits.

State and Railway bonds have been moderately sought after and the more substantial loans have shown more firmness. And in the line of Railway and Miscellaneous share property business has been somewhat brisker toward the close, leaving off as to prices generally stronger.

General business has been more active, mainly in Breadstuffs, Provisions, and Petroleum, but prices have been again quite unsettled, closing as a rule weaker for Grain. Extensive dealings have been reported in No. 2 Red Western (Winter Wheat), new crop, for August delivery, chiefly on export account, closing at \$1 43 per bushel. Foreign merchandise has been quiet, with values showing heaviness.

Hardware and Boots and Shoes have been moderately sought after; while Dry Goods have been in fair demand but quoted irregular.

In the line of Metals, business has been quite dull with prices quoted weak. Eglinton Pig Iron quoted at \$25 50; Glengarnock \$27 50; Coltness \$28 50@\$29; No. 1 American Pig at \$18@\$19; No. 2 do. at \$17@\$18; Forge \$16@\$17; American Rails at works \$82@\$85; Old Rails \$18@\$19. Wrought Scrap \$22@\$25. Steel Rails, on the basis of \$45@\$48 at the mills. Ingot Copper quoted 19½@19½ for early delivery.

Ocean freights have been more active but at low rates generally. Grain room by steam for British ports closed stronger. The business has been mainly in the line of Petroleum, Grain, Provisions, Tobacco, and Cotton shipments. Liverpool steamer rates at the close for Grain, 5@5½d. per standard bushel. Provisions, 20s.@40s.; Tallow, 20s.; Leather, 25s. Measurement Goods at 12s. 6d. @17s. 6d. per ton; Cotton, 7d. @1d. per lb., Liverpool, by sail. Cotton, 7d. Grain, nominal Oil Cake and Slate, 10s. @12s. 6d.; Measurement Goods 10s. @15s.; Tobacco 25s. Grain rates on charter hence for Cork and orders left off at 4s. 6d. @6s. for the Continent, at 5s. @5s. 6d. and from Baltimore for Cork and orders, 4s. 8d. @4s. 6d. and from Philadelphia at 8s. 9d. @4s. per quarter. Refined Petroleum hence for Cork and orders, 8s. 7½d. @8s. 10½; for the Continent, 8s. 8d.

@4s. per bbl. And for Liverpool by steam, from Chicago, of through freight, Provisions, at 45@50c. via Boston, and from Cincinnati 40c. per 100lb.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Great Western 1st mort. 1888, 106½; East Tenn., Va. and Ga. 1st mort. 89; Canada Southern 1st mort., coupon on, 50; Chicago, Burlington and Quincy 5s. S. F. 90½; Wabash Receipts, 8½; Toledo and Wabash 1st mort. 105; New York Central 6s. sub. bonds, 108½; Ontario Silver Mining, Co., 21½; Louisiana 7s. consol., 78; Tennessee 6s. old, 48½; do. new, 48½; do. new series, 48½; North Carolina 6s. old, Jan. and July, 18½; Ohio 6s. 1881, 105; do. 1886, 111; Missouri 6s. long bonds, 106½; do. 6s. 1877, 100½; Georgia 7s. gold, 107½; do. 7s. new, 106; Virginia 6s. ex mat. coupon, 70. The latest quotations are: Adams Exp., 95@96; American Exp., 43½@44; Atlantic and Pacific Telegraph, 20@21; Central Railroad of New Jersey, 9½@9½; Chicago, Burlington and Quincy, 99½@—; Chicago and Alton, 85½@—; do. pref., 102@—; Chicago and Northwestern, 21@21½; do. pref., 48½@49; Chicago, Milwaukee and St. Paul, 21½@21½; do. pref., 55½@55½; Chicago, Rock Island and Pacific, 93½@93½; Cleveland, Columbus, Cincinnati and Indianapolis, 27@—; Cleveland and Pittsburgh, 81@81½; Columbus, Chicago and Indiana Central, 1½@2; Delaware and Hudson Canal, 36½@36½; Delaware, Lackawanna and Western, 40½@41; Erie, 6½@7; Hannibal and St. Joseph, 18@14; do. pref., 30½@31; Illinois Central, 58@58½; Lake Shore and Michigan Southern, 50½@50½; Michigan Central, 40½@42; Morris and Essex, 68½@68½; N. Y. Central and Hudson River, 93½@93½; New York and Harlem, 188½@140; Ohio and Miss., 8½@8½; Pacific Mail, 20½@20½; Panama, 96@99; Pittsburgh, Ft. Wayne and Chicago, 90½@91; Quicksilver, 18@14; do. pref., 23@23½; St. Louis, Iron Mountain, and Southern, 10@—; St. Louis, Kansas City and Northern, 3½@—; do. pref., 28@—; Union Pacific, 63½@65½; U. S. Express, 40½@42; Wells-Fargo Express, 81½@82; Western Union Telegraph, 61½@61½; Wabash, 3@3½.

Philadelphia.—Westchester and Philadelphia R. R. pref., 56; Philadelphia, Germantown and Norristown R. R., 91; Philadelphia and Reading Coal and Iron mort. 7s. 46; West Jersey R. R. 6s. 102½; do. 7s. 102; Am. S. S. Co. 6s. 72½; Central Transp. 28½; Cincinnati 7.80s. 103½; do. 6s. W. L. 106; Pittsburgh 7s. W. L. 107. The latest quotations are: City 6s. 106@—; do. free of tax, 110½@111; Pennsylvania State 6s. 2d series, 101@—; do. 3d series, 109@110; do. 5s. new loan, 106½@107½; Philadelphia and Reading, 12½@12½; do. Gen'l mort. 7s. coup., 98@98; do. reg., 93@—; do. mort. 6s. 1880, 102½@—; do. 7s. new conv. 40@45; do. 7s. 1893, 107@107; United New Jersey R. R. and Canal Co., 129@129; Camden and Amboy mort. 6s. 1889, 108@108½; Pennsylvania R. R., 83½@83½; do. 1st mort., 105@105; do. gen'l mort. coupon, 105@—; do. reg., 107@107½; do. Consol. mort. 6s. reg., 92½@93½; Little Schuylkill R. R., 35½@36½; Morris Canal, 48@58; do. pref., 119@126; Susq. Canal 6s. —@40; Schuylkill Nav., 2½@—; do. pref., 60@8;

do. 6s, 1882, 51½@58; do. 1872, 88@89½; Elmina and Williamsport pref., 86@41; do. 7s, 101@—; do. 6s, 80@65; Lehigh Coal and Navigation, 19@19½; do. 6s, 1884, 101½@—; do. R. R. loan 101½@—; do. Gold Loan, 87@88; North Pennsylvania, 40@—; do. 6s, 108@108½; do. 7s, 109½@110½; do. Gen'l mort. 7s, reg., 108@104; Philadelphia and Erie, 7½@9; do. 6s, 102@105; do. 7s, 98½@94½; Minehill, 40@45; Catawissa 5½@6½; do. pref., 80@85; do. new pref., 28@28; do. 7s, 1900, 104@105; Lehigh Valley, 84½@85; do. 6s, new coupon, 107½@108½; do. reg., 108½@—; do. 7s, reg., 111@112; do. consol. mort., 89½@92; Fifth and Sixth streets (horse), 68@70; Second and Third, 67@68; Thirteenth and Fifteenth, 82@88; Spruce and Pine, 24@—; Green and Coates, 80@85; Chestnut and Walnut, 47@48; Hestonville, 12@12½; Germantown, 40@45; Union, 67@—; Lombard and South, 10@—; Ridge Avenue 40@—; Seventeenth and Nineteenth, 84@—.

**Baltimore.**—Parkersburg Branch R. R., 8; Baltimore and Ohio 2d pref., 100; Wilmington and Weldon 7s, 100½; Northwest Virginia R. R. 8d mort. 6s, 100; Virginia and Tennessee 8s, 80½; Maryland State 6s, exempt, 118½; do. 6s, 1890, 109½; do. Defense 6s, 112½; Baltimore City 6s, 1875, 102½; do. 1890, 112½; do. 1893, 118½; do. 1900, 112½; Cincinnati 7.80s, 108½; Santa Clara Mining Co., 10. The latest quotations are: Cincinnati and Baltimore, 7s, —@100; Wilmington and Weldon 7s, 100@101; Wilmington, Columbia and Augusta 7s, 80@88; Richmond and Danville 1st mort., 74@75; Pittsburg and Connellsville 7s, 1898, 98½@98½; Baltimore and Ohio, 91½@92; do. 1st pref., 90@96; do. 2d pref., 86@88; do. 6s, 1880, 101@101; do. 1885, 100½@106; Northern Central, 18@15; do. 6s, 1885, 100@101; do. 6s, 1900, —@100; do. 6s, 1900, gold, 81@85; Marietta and Cincinnati 1st mort. 7s, 1892, 85@85½; do. 2d mort. 7s, 83½@85; do. 3d mort. 8s, 115½@12; Central Ohio, 22½@—; do. pref., 80@40; do. 1st mort., 93@95½; Western Maryland 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 105@—; do. 2d mort. guar., 105@—; do. 3d mort. guar., 105@—; do. 2d mort. pref., —@82; do. 2d mort. guar. by Washington Co., 100@—; Virginia and Tennessee 2d mort. 6s, 80@85; do. 3d mort. 8s, 80½@84; Orange and Alexandria 1st mort. 6s, 80@90; do. 2d mort. 6s, 66@70; do. 3d mort. 8s, 40@50; do. 4th mort. 25@40; Orange, Alex. and Manassas 7s, 65@70; Baltimore, 6s, 1875, 102½@108½; do. 1884, —@112; do. 1886, 112@—; do. 1886, new, 111½@—; do. 1890, 118@—; do. 1900, 112½@—; do. 1900, new, 113@113; do. 1902, 118@118; do. 1902, new, 118@—; do. 6s, exempt, 115@116; do. 1898, new, 114½@114½; do. 5s, 98@—; Maryland Defense 6s, 1888, 111½@113; do. 6s, 1890, 109@—; do. 6s, exempt, 118@114; do. 5s, 97@—; Virginia consol. 6s, 64½@65; do. 2d series, 39@46; Virginia Consol. coupons, 80½@81; West Virginia def. certif., 4½@5½; Baltimore City Passenger R. R., 83@84; Baltimore and Catonsville R. R., 14@17; George's Creek Coal, 90@110; Maryland Coal, —@11; Atlantic Coal, 1.10@1.12; Canton Co., 15@22; do. gold 6s, —@91; Santa Clara, 10@—.

**Boston.**—Michigan Central 8s, 1890, 86; Cedar Rapids and Missouri River 7s, 1916, 100; Mis-

souri River, Fort Scott and Gulf 1st mort. 10s, 62; Portsmouth, Gt. Falls and Conway R. R., 8½; do. 7s, 49; Boston and Maine 7s, 111½; Atchison, Topeka and Santa Fe gold scrip, 55; Cheshire R. R. 6s, 1896, 97½; Cape Cod R. R. 7s, 1881, 105; Old Colony 6s, 1898, 102½; Rutland R. R. 8s, 1880, 48½; Peoria and Hannibal 8s, 101½; Vermont Central Extension 8s, 1902, 40; Stanstead, Shefford and Chamby 7s, 1887, 89½; Mississippi Valley 6s, 1889, 88½; Quincy R. R., 86½; Chicago, Iowa and Nebraska R. R., 109½; Boston, Revere Beach and Lynn R. R., 60; Connecticut and Passumpsic Rivers R. R. pref., 42; Manchester and Lawrence R. R., 116; Middlesex Central R. R., 87½; Brookline Land, 2½; Boston Land, 3½; Quincy R. R. Bridge, 103½; Boston 5s, 1880, 105½; do. 1886, 107; do. 1896, W. L., 111; do. 6s, 1894, 118½; Chicago 7s, 1894, 111; do. 1880, 104½; Toledo 7s, 1886, 104; Portland 6s, 1907, 105; Cincinnati 7.30s, 1906, 108½; Cook Co., Ills., 7s, 1892, 110½; St. Louis 6s, 1906, gold, 108; Albany 6s, 1879, 102½; Duncan Silver Mining Co., 75c; International, 25c.

## FISK & HATCH, Bankers,

No. 5 NASSAU ST., NEW YORK.

**U. S. GOVERNMENT BONDS** bought and sold in amounts to suit investors: also, Gold, Silver and foreign coins: Deposits received in Currency or Gold, and interest allowed on Balances: Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

### Redemption of Five-twenty Bonds.

The Secretary of the Treasury on the 5th inst. issued the fiftieth call for the redemption of five-twenty bonds of 1865—known as five-twenty bonds of the act of March 3, 1865, (consols of 1865). The call is for \$10,000,000, of which \$7,000,000 are coupons and \$3,000,000 registered bonds. The principal and accrued interest will be paid at the Treasury of the United States in the city of Washington on and after the 5th of October, 1877, and interest will cease on that day. The bonds designated are as follows:

**Coupon bonds**—Dated July 1, 1865, namely: \$50, No. 11,001 to No. 17,000, both inclusive; \$100 No. 18,001 to No. 29,000, both inclusive; \$500, No. 18,001 to No. 27,000, both inclusive; \$1,000, No. 41,001 to No. 52,000, both inclusive. Coupon total, \$7,000,000.

**Registered bonds**—“Redeemable at the pleasure of the United States, after the 1st day of July, 1870,” as follows: \$50, No. 501 to No. 700, both inclusive; \$100, No. 4,901 to No. 6,400, both inclusive; \$500, No. 4,351 to No. 5,200, both inclusive; \$1,000, No. 18,601 to No. 16,500, both inclusive; \$5,000, No. 4,851 to No. 5,050, both inclusive; \$10,000, No. 3,701 to No. 4,472, both inclusive. Registered total, \$3,000,000.

The amount outstanding included in the numbers above is \$10,000,000. All United States bonds forwarded for redemption should be addressed to the “Loan Division, Secretary’s Office,” and all registered bonds should be assigned to “The Secretary of the Treasury for redemption.” Where parties desire checks in payment for registered bonds drawn to order of any one but the payee,

they should assign them to the Secretary of the Treasury for redemption on account of the owner or owners.

**The Sydney, New South Wales, Herald** says that a great agitation is just now being made for railway extension in almost every direction, but in no case has more earnestness and perseverance been shown than in the efforts made to have the railway extended from Redfern station, Sydney, to the Circular Quay, and to have all the lines laid down to the suburbs of Sydney. Public meetings have been held in various places, and resolutions affirming the necessity for at once extending the railway in these directions have been passed unanimously by large assemblies of people.

**The Philadelphia, Wilmington and Baltimore Railroad Company** propose building a branch to the Delaware Division from Dover to Milford and Lewes. The scheme comprises a new route through the lower part of the peninsula from Dover to Virginia. The route will necessitate the cutting of a canal between Indian river and Assawoman. When the survey line has been completed to Lewes and Rehoboth, the other engineering work below at the canal and along the bay will be undertaken.

**The earnings of the Central Pacific Railroad** for the month of June, 1877, were \$1,391,000, against \$1,646,269 for the month of June, 1876, and \$1,738,369 for the month of June, 1875. For the first six months of 1877, the earnings were \$7,700,000, against \$8,026,944 for the first six months of 1876, and \$7,910,188 for the first six months of 1875.

**The directors of the Spuyten Duyvil and Port Morris Railroad Company**, elected on the 10th inst., are: W. H. Vanderbilt, Cornelius Vanderbilt, W. K. Vanderbilt, Frederick W. Vanderbilt, W. C. Wetmore, Augustus Schell, A. B. Baylis, John B. Dutcher, Robert J. Niven, Joseph Harker, Chauncey M. Depew, W. H. Leonard and Samuel F. Barger.

**The grantees of the Nashua and Plainfield Railroad Company** have accepted the charter and elected the following directors: Greenleaf Clark, Nathan Gage, John W. Sleeper, George C. Goodwin, Nathaniel H. Clark, John Woodbury, Henry Parkinson, Joel C. Carey and Samuel Greeley. Clerk, William H. Hills. Treasurer, William C. Noyes.

**A certificate of incorporation** has been filed with the Secretary of State of Ohio of the Delphos Southern Railway company, to run from Delphos to Dayton; capital stock \$50,000, in shares of \$50 each, by D. D. Williams and others.

**The Philadelphia and Atlantic City (Narrow Gauge) Railway**, which was fully described in the JOURNAL of June 9th, was formally opened on Saturday the 7th inst.

**The Pennsylvania Railroad Company** has taken formal possession of the Columbia and Port Deposit Railroad, and it will now be run under the management of the former Company.

**A. W. Paine**, of Bangor, Me., has been elected President, and John S. Ricker Secretary and Treasurer of the Maine Telegraph Co.

## BOOKS AND MAGAZINES.

A GENERAL CLASSIFICATION OF RAILWAY RIGHTS, REALTIES AND PERSONALITIES, designed to facilitate the work of taking an accurate inventory of such property, illustrated by the indices of the franchises, real estate and personal property, used in the compilation of the receiver's inventory of the property of the Erie Railway Company, as prepared for the Supreme Court of the State of New York. By GEORGE F. BALUS, C. E., late Brevet Lieutenant-Colonel Ordnance Department, U. S. A. New York: J. J. Little & Co., Printers, 10 to 20 Astor Place. 1877.

This work, technical in character, has not been compiled without a great amount of mental labor; the object sought and, we think, admirably attained being a condensed form for the classification of railway property. "The intimate relation existing between the organization of a railway and a correct classification of its property is such that one may safely assume the latter to be a function of the former; but as the general principles governing the administration of all large railway corporations are identical in spirit if not in application, any scheme of classification of such property which can be successfully applied to the estate of one, will be applicable to the estate of others." The need of such a work has been long felt, and the very careful, judicious and systematic arrangement which is exhibited in the numerous indices are creditable to the compiler and cannot fail to be of great value to those whose office it is to record and classify railway property. The author, in concluding his preface, modestly and truthfully says: "In this spirit these results are submitted to those persons interested in the management of this class of works, not as a completed study, but rather as a suggestive step in the direction of a more perfect knowledge of the relations subsisting between railway property and railway organization, without which knowledge the most economic, efficient and peculiarly successful administration of railway business is absolutely unattainable."

## THE AMERICAN JOURNAL OF MICROSCOPY, AND POPULAR SCIENCE.

We are in receipt of the July number (Number 7, Volume 2,) of this valuable monthly, published by the Industrial Publication Company, 176 Broadway, New York, and give it a hearty welcome to our book table. Since this publication was first issued in the fall of 1875 it has rapidly risen in public favor and each succeeding number has been replete with interesting and scientific information respecting the Microscope and its wonderful revelations.

Under the able editorship of Prof. John Phin, himself an eminent microscopist, it has been the means of not only instructing amateurs but also of illustrating in the clearest manner subjects in microscopy not generally understood by experts. Such a journal can hardly be called a luxury in an age like the present and amongst an intelligent and reading people. It is rather a necessity—intellectual bread and butter—for individuals and families, for youth who are awakening to the infinite wonders in creation, for the clergyman, physician, teacher and student, all of whom can learn from its pages the results of scientific research in microscopy. The principal contents of the number before us are:—The brush and comb of the Hymenoptera; The Siliceous Shelled Bacilla-

nia; or Dratomaceæ; A new form of Megascopæ; Erysiphe, or Wheat Mildew; Mechanical Finger; Microscopy in Nashville; The World of Matter; Cannibalism of the Amœba; Transactions of Microscopical Societies, &c. The subscription, fifty cents per annum, is altogether disproportionate when its neat engravings, good typography and attractiveness are considered.

## RAILWAYS OF NEW SOUTH WALES.

The development of this colony of Great Britain has been marvelous. A few years ago it was simply a penal settlement or receptacle of the criminals of England whom the law had condemned to separation from their kindred. The gold fields attracted the world of men to the shores of the new land, and anon a new life was introduced into the country, and so rapid was the development thereof that the two great colonies of Victoria and Queensland are but off-shoots of this parent colony which was formerly known as "Botany Bay." The remainder of what was so called after separating the two colonies named is New South Wales, with a length of 900 miles and a mean width of 500 miles, within which the area is calculated at 328,437 square miles. The population in 1871 was shown by the census of that year to have been 503,981; at the close of 1875 it was estimated officially at 606,652. With regard to the means of intercommunication provided for the inhabitants we quote from the Free Trade Essay of S. H. Reid on New South Wales, the mother colony of all the Australias. Referring to the condition and prospects of the colony in the railroad aspect he makes the following much condensed statement for the year closed December 31, 1875:

We have to provide roads and bridges over a surface as spacious as that of two great European Countries, to meet the wants of a scattered population which, if massed together, could find standing room in a field of 120 acres. There are about 800 towns and villages on our 207,000,000 acres of territory; and each looks for a road and a postal service at least. The strangest thing is that so many have managed to get them. In this part of the world labor is scarce, and must be paid well. It is, therefore, creditable that the Department of Roads and Bridges has been able to perform so well the task of making roads for our erratic population. The main roads of the Colony are—

I. The Main Southern Road, extending from Sydney to Albury, a distance of 380 miles, with its various branches through all the southern districts of the Colony.

II. The Main Western Road, extending from Sydney to Bourke, a distance of 600 miles, with its various branches connecting the centres of the western districts.

III. The Main Northern Road, commencing at Morpeth, on the Hunter River, 100 miles from Sydney, and extending a distance of 400 miles to the Queensland boundary, with branches connecting the towns and villages in the northern districts.

Besides these, there are other principal roads with many branches, in various parts of the Colony. Since 1857, sixteen hundred miles of metallized road have been formed, and 250 miles of mountain passes; and there are now 8,500 miles of roads in various stages of improvement. On these roads there are bridges which, if placed in a line, would cover a length of thirty-five miles. There is a multitude of ferries of various designs. Amongst the bridges there are iron structures with several spans of 100, 110, 120, and 150 feet, constructed in the Colony. The massive piers of

the Gundagai Bridge were made of iron smelted from ore of New South Wales. Another valuable undertaking of this department has been the formation of lines of wells and tanks in the remote interior, where the supply of surface water is sometimes uncertain.

But our colonists begin to see that country roads are most valuable when subsidiary to lines of railway. Even where the roads are good, carriage is a heavy tax, but if the roads are bad it will cost more and take longer to convey produce from one of our country settlements 200 or 300 miles from a market than to forward it from one end of the world to the other by steam. The fact is, until the interior is traversed by railways, our progress, decided as it has been, will be ridiculously less than it ought to be. Both Government and Opposition admit the urgency of this vital question, and proposals for lines penetrating far to South, West, and North, are now before the Legislative Assembly.

The lines open for traffic on 31 December, 1875, were—

	Miles.
Sydney to Parramatta Junction	18
Darling Harbor Branch	1
Haslem's Creek Branch	1
Great Southern Railway	
Parramatta Junction to Gunnedah	152
Great Western Railway	
Parramatta Junction to Kelso	130
Branch Line—Blacktown to Richmond	16
Great Northern Railway	
Newcastle to Murrurundi	120
East Maitland to Morpeth Branch	4

437\*

\* Recently an extension on the southern line to Bowning, 194 miles from Sydney, has been opened. The extension of the western line into the city of Bathurst has also been completed.

The construction of these lines has created a debt of £7,245,879, or a little over £16,579 a mile. Some of the extensions have been very costly, owing to lengthy viaducts and tunnels. A part of the western line is noted both for magnificent scenery and a seat of railway construction said to be unsurpassed; the trains crossing a mountain range nearly 4,000 feet high, by means of zig zags, viaducts, and tunnels. The work accomplished before our railways could be advanced to the present termini is shown by the fact that on 400 miles of line there are one hundred and five bridges, eight viaducts, and ten tunnels. Upwards of 9,000,000 cubic yards of excavation were necessary, removing a quantity of rock and earth three times the size of the largest pyramid in Egypt. The rock in this total measured 2,618,897 cubic yards.

The traffic on the lines is growing rapidly. The following is a comparison of the business of 1866 with 1875:

	1866.	1875.
Passenger traffic	£69,399	£174,858
Goods Traffic		
Wool	4,940	38,160
Coal, coke and minerals	19,050	69,932
Livestock	936	18,587
General merchandise	57,970	287,028
Carriages, horses, dogs, &c.	16,239	31,082

Gross earnings ..... £168,584 £214,647

If we compare the receipts of 1869 with 1875 we discover a still more encouraging result—

	1869.	1875.
Miles of line open	818	437
Receipts	£261,975	£214,647

Dividing receipts by length, we get a traffic of £1,406 a mile in 1875, against a traffic of £883 a mile in 1869, an increase of 69 per cent. in six years! Comparing expenditure with receipts, we find they stood as follows:—

(Continued on page 898.)

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Periods.	Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Periods.	Marked thus (*) are leased roads.	Stock outstanding.	Last Dividend Periods.
Albany and Susq*.....100	3,500,000	J. & J. July '77 31	Little Miami*.....50	5,871,450	quarterly June '77 31	Vermont and Mass.....100	2,500,000	A. & O. Apr '77 24
Atlanta and West Point.....100	1,232,200	J. & J. July '75 3	Little Schuylkill*.....50	2,646,300	J. & J. July '77 31	Ware River*.....100	750,000	J. & J. July '77 31
Atlantic and Gulf.....100	3,693,200	& -	Long Island.....50	3,000,000	M. & S. May '78 10	Warren (N. J.).....100	1,500,000	A. & O. Apr '77 24
" " " guar*.....100	768,476	M. & N. Nov. '75 31	Louisv., Cin. and Lex*.....50	1,622,482	J. & J. July '76 3	Warwick Valley.....100	226,000	A. & O. Apr '77 24
Atlanta and St. Law*.....100	5,000,000	M. & S. June '77 2	" " " pref.100	848,700	J. & J. Jan '74 4	Westchester & Phil. pref.100	821,300	J. & J. July '77 31
Avon, Genesee & Mt. M*.....100	225,000	A. & O. Jan. '75 1	Louisville & Nashville*.....50	8,980,600	F. & A. Feb '77 4	West Jersey.....100	1,559,760	F. & A. Feb '77 24
Baltimore and Ohio.....100	18,151,962	M. & N. May '77 5	Louisv., N. Alb. & Chi*.....100	2,000,000	J. & D. Dec '70 30	Winchester & Potomac*100	180,000	J. & J. July '77 31
Washington Br.....100	1,650,000	A. & O. Apl '75 15	Lowell and Andover*.....100	500,000	J. & J. Apr '77 31	Winchester & Strausburg*100	500,000	J. & J. July '77 31
Berkshire*.....100	320,500	quarterly	Lowell and Lawrence*.....100	200,000	A. & O. Apr '77 31	Worcester and Nashua*100	1,782,800	J. & J. July '76 2
Blossburg & Corning*.....50	250,000	J. & D. Dec '72 22	Lykens Valley.....100	600,000	F.M.A.N. Aug '76 24			
Boston and Albany*.....100	20,000,000	M. & N. May '77 4	Macon and Western*.....100	2,500,000	J. & J. July '73 6			
Bos., Clin. & Fitchb. pref.100	1,172,600	& -	Manchester and Law*.....100	1,000,000	M. & N. May '77 5			
Agricultural Br. guar*.....100	60,000	J. & D. June '76 3	Marietta & Cincinnati*.....50	1,408,012	& -			
Bost., Conc. & Mont.*pref100	800,000	M. & N. May '77 3	" 1st pref.50	8,130,719	M. & S. Sep '66 3a			
Boston and Lowell*.....500	8,200,000	J. & J. Jan. '75 3	" 2d pref.50	4,460,368	M. & S. Sep '66 3a			
Boston and Maine*.....100	6,921,274	M. & N. May '77 2	Massissippi*.....100	400,000	F. & A. Feb '75 3			
Boston and Providence*.....100	4,000,000	M. & N. May '77 3	Memphis & Charleston*.....50	5,812,725	J. & D. Jan. '69 8			
Attleborough Branch*.....100	131,700	J. & J. July '77 31	Michigan Central*.....100	18,738,204	J. & J. Jan. '73 4			
Bost., Revere B. & Lyon*.....100	34,000	quarterly	Mill Creek & Minehill*.....50	823,375	J. & J. July '77 5			
Buffalo, N. Y. and Erie*.....100	960,000	F. & A. Dec '76 14	M. Hill and Schuyl. H*.....50	3,856,450	J. & J. July '77 31			
Camden and Amboy*.....100	845,800	quarterly	Morris and Essex*.....100	16,000,000	J. & J. July '77 4			
" " " pref.50	377,400	quarterly	Mt. Carbon & Pt. Carbon*.....50	282,350	J. & J. July '77 6			
Camden & Burl. Co*.....100	838,311	quarterly	Nashua and Lowell*.....100	800,000	M. & N. May '77 2			
Orpe May and Millville*.....50	381,926	J. & J. July '77 3	Nashville and Decatur*.....100	1,629,000	J. & D. Dec '76 3			
Catasauqua & Fogelav*.....50	447,000	J. & D. Dec '76 3	Nash., Chat. & St. Louis*.....100	5,575,268	A. & O. Apr '77 14			
Catawissa*.....50	1,189,500	& -	Naugatuck*.....100	1,918,400	J. & J. Jan. '77 5			
" " " pref.50	2,200,000	M. & N. May '77 2	Nequonchon Valley*.....50	1,000,000	M. & S. Mar '77 5			
Central of Georgia*.....100	7,500,000	J. & D. June '74 4	Newark and N. York*.....100	977,400	J. & J. Jan. '75 5			
Central of New Jersey*.....100	20,500,000	quarterly	N. Castle & Beaver Val*.....50	1,800,000	quarterly July '77 21			
Central Ohio*.....50	2,425,000	J. & J. Jan. '77 2	N. Haven & Northamp*.....100	605,000	quarterly Oct '76 30			
Central Pacific*.....100	64,255,700	A. & O. Apl '77 42	New Jersey*.....100	7,295,200	quarterly July '77 24			
Chamung*.....100	380,000	quarterly	New London Northern*.....100	1,415,800	quarterly Apl '77 2			
Cheshire, preferred*.....100	2,155,300	J. & J. Jan. '77 1	N. Y. Cen. & Hudson R*.....100	89,428,330	quarterly July '77 2			
Chicago and Alton*.....100	10,050,400	M. & S. Mar '77 4	New York and Harlem*.....100	8,500,000	J. & J. July '77 4			
" " " pref.50	2,425,400	M. & S. Mar '77 4	" 1st pref.100	1,500,000	J. & J. July '77 4			
Chicago, Burlington & Quincy*.....100	2,576,542	M. & S. Mar '77 3	" 2d pref.100	1,500,000	J. & J. July '77 4			
Chicago, Iowa & Nebraska*.....100	3,916,200	J. & J. July '77 5	N. Y., N. H. & Harif*.....100	15,500,000	J. & J. July '77 4			
Chi., Mil. and St. Paul*.....100	16,399,261	A. & O. Dec '76 10	N. Y. Provid. & Boston*.....100	2,500,000	quarterly May '77 21			
" " " pref.100	12,274,483	A. & O. Oct '76 34	Nieg. Bridge & Canand*.....100	1,000,000	J. & J. July '77 3			
Chicago & N. Western*.....100	14,994,600	J. & D. Dec '72 31	North Carolina*.....100	4,000,000	irregular Jan. '77 3			
" " " pref.100	2,485,668	J. & J. Jan. '77 2	N. Eastern (S.C.) pref.100	96,000	M. & N. May '67 4			
Chicago, R. I. & Pacific*.....100	26,000,000	quarterly	N. Penn. Pennsylvania*.....50	3,978,180	F. & A. July '77 3			
Cin., Ham. & Dayton*.....100	3,800,000	A. & O. Apl '78 3	Northern Central*.....50	5,842,000	F. & A. July '77 3			
Cin. Sand. and Cle*.....50	2,980,550	& -	" 1st pref.100	4,030,000	J. & D. Mar '75 34			
" " " pref.50	413,150	M. & N. May '77 2	" 2d pref.100	6,738,866	J. & J. July '77 3			
Clev., Col. Cin. & Ind*.....100	14,991,275	F. & A. Feb '76 3	Oswego and Syracuse*.....100	482,400	J. & F. Feb '77 3			
Cleveland & Mahoning*.....50	2,057,569	M. & N. May '77 3	Pacific of Missouri*.....100	3,835,750	quarterly July '76 14			
Cleveland & Pittsburgh*.....50	12,236,150	quarterly	Panama*.....100	7,000,000	quarterly May '77 3			
Columbus and Xenia*.....50	1,786,800	M.J.S.D. June '77 2	Paterson and Hudson*.....100	682,000	J. & J. July '77 5			
Colum. & Hocking Val*.....100	2,600,000	F. & A. Feb '77 4	Paterson and Newark*.....100	250,000	J. & J. July '77 4			
Concord*.....50	1,500,000	M. & N. May '77 5	Pemberton & Highstown*.....50	324,160	J. & J. Jan. '75 2			
Concord and Porta*.....100	350,000	J. & J. July '77 3	Pennsylvania*.....100	6,870,200	quarterly May '77 11			
Conn. & Passump Riv*.....100	2,100,000	F. & A. Feb '75 3	Poerir & Bureau Val*.....100	1,200,000	F. & A. Feb '77 4			
Connecticut River*.....100	2,100,000	J. & J. July '77 4	Philadelphia and Erie*.....50	6,004,300	J. & J. July '77 4			
Cumberland & W. Va*.....100	1,292,950	J. & A. O. July '77 2	" 1st pref.100	2,400,000	J. & J. July '77 4			
" " " pref.50	241,900	A. & O. Apl '77 4	Phil., Ger. & Norristown*.....50	1,626,260	M. & J. S.D. June '77 3			
Danbury and New Haven*.....50	243,000	A. & O. Apl '77 4	" 2d pref.100	32,725,755	quarterly J. & D. June '76 24			
" " " 2d pref.50	600,000	A. & O. Dec '75 14	Phil., and Trenton*.....100	1,258,100	quarterly July '77 31			
Del., Lackaw. & Western*.....50	2,310,950	J. & J. Jan. '77 3	Phil., Wil. & Balt*.....100	11,561,250	quarterly J. & J. July '77 4			
Detroit & Milwaukee*.....50	23,500,000	quarterly	Pittab., Ft. W. & Oh*.....100	19,714,285	quarterly J. & J. July '77 4			
" " " pref.50	822,140	& -	Specia! Imp.100	6,054,298	quarterly J. & J. July '77 4			
Dubuque & Sioux City*.....100	3,098,000	J. & D. Dec '69 7	Pittab. & N. Adams*.....100	60,000	J. & J. July '77 21			
East Pennsylvania*.....50	5,000,000	A. & O. Apl '77 14	Pittab. & N. Adams*.....100	12,000,000	quarterly J. & D. June '75 2			
East Mahanoy*.....50	3,809,200	J. & J. July '77 3	Phil., and Trenton*.....100	1,258,100	quarterly F. & A. Feb '77 4			
East Tenn., Va. & Ga*.....100	1,965,274	A. & O. Apl '76 3	Phil., Wil. & Balt*.....100	11,561,250	quarterly F. & A. Feb '77 4			
Eastern (Mass.).....100	4,997,600	J. & J. July '73 3	Porta., Saco & Portland*.....100	1,500,000	J. & J. July '77 4			
Eastern (N. H.).....100	492,500	J. & J. July '73 3	Providence & Worcester*.....100	2,000,000	J. & J. July '77 4			
Kilmira, Jef. & Canand*.....100	500,000	F. & A. Aug '74 2	Raleigh and Gaston*.....100	1,600,000	J. & J. July '77 4			
" " " pref.50	500,000	M. & N. May '77 2	Rensselaer & Saratoga*.....100	6,000,000	J. & J. July '77 4			
Erie Railroad*.....100	78,000,000	.....	Roch. & Genesee Val*.....100	566,200	J. & J. July '77 4			
" " " pref.100	5,859,910	.....	" 1st pref.100	2,420,600	J. & J. July '77 4			
Erie and Pittsburg*.....50	1,090,250	quarterly	St. Croix and Penobscot*.....100	18,000	J. & J. July '71 2			
Fitchburg*.....100	4,000,000	J. & J. July '77 3	St. L., Alt. & T. minute*100	2,300,000	J. & J. July '77 4			
Georgia*.....100	4,200,000	J. & J. July '77 3	" 2d pref.100	2,040,000	J. & J. July '77 4			
Granite Railway*.....100	250,000	J. & J. July '76 2	St. L., I. M. & South*100	14,248,950	F. & A. Feb '74 3			
Great Western, (Ca.)*.....100	9,227,404	A. & O. Apl '74 14	" 3d pref.100	12,000,000	quarterly Nov '72 22			
Hannibal & St. Joseph*.....100	4,151,700	F. & A. Aug '70 3	Shaykill Valley*.....50	576,050	J. & J. July '77 24			
" " " pref.50	5,075,224	.....	Scoboard and Roanoke*.....100	1,151,400	M. & N. May '77 3			
Hanover Branch, (Pa.)*.....50	116,850	M. & N. May '75 5	Shamokin V. & Pottsv*.....50	869,450	F. & A. Feb '77 3			
Harrisburg Extension*.....100	4,000,000	J. & J. Jan. '77 1	Shore Line*.....100	966,800	J. & J. Jan. '77 1			
Harrisburg & Lancaster*.....50	1,182,500	J. & J. Jan. '77 1	Sloix C. & Pacific pref.100	169,000	A. & O. Apr '77 3			
Housatonic, pref.*.....100	1,180,000	quarterly	Summit Branch*.....50	240,000	J. & J. July '77 5			
Huntingdon & Bd Top*.....50	880,000	& -	Summit Branch*.....50	4,125,000	J. & J. Feb '76 34			
" " " pref.50	450,750	J. & J. July '76 34	" 1st pref.100	1,125,000	J. & J. July '77 24			
Illinois Central*.....100	20,000,000	F. & A. Feb '77 2	" 2d pref.100	317,850	J. & J. Jan. '77 24			
Indianapolis, Cin. & Laf*.....50	7,685,497	M. & S. Sept '71 4	" 3d pref.100	2,004,000	J. & J. Dec '76 4			
Iowa Falls & Sioux City*.....100	4,625,000	quarterly	Taunton Branch*.....100	300,000	J. & J. Jan. '77 5			
Iowa Railroad Land Co*.....100	7,620,000	quarterly	Terre Haute & Indiana*100	1,988,160	J. & J. Jan. '77 5			
Jefferson, Mad. & Ind*.....100	2,000,000	quarterly	Troy and Greenbush*.....100	448,700	J. & J. July '77 2			
Joliet and Chicago*.....100	1,500,000	quarterly	Union Pacific*.....100	3,745,000	J. & J. July '77 2			
Joliet and North Indiana*.....100	300,000	J. & J. July '75 4	" 1st pref.100	1,000,000	J. & J. Dec '76 4			
Lake Shore & Mich. So*.....100	49,466,590	F. & A. Feb '77 1	" 2d pref.100	1,686,000	J. & J. Jan. '77 3			
" " " (guar.)100	533,500	F. & A. Feb '77 5	" 3d pref.100	1,000,000	J. & J. Dec '76 4			
Lawrence*.....50	450,000	J. & J. Jan. '72 3	" 4th pref.100	1,000,000	J. & J. Jan. '77 3			
Leeds and Farmington*100	600,000	J. & J. Jan. '72 3	Lehigh & Susquehanna*100	8,789,900	M. & N. May '77 1			
Lehigh & Susquehanna*.....50	8,789,900	M. & N. May '77 1	Lehigh Valley*.....100	21,916,850	quarterly July '77 1			

	1866.	1876.
Receipts.....	£168,634	£614,647
Working expenses.....	108,926	296,174
Net earnings.....	£59,608	£318,473
Proportion of working exp.....	65.	48.18
Proportion of net earnings.....	85.	51.82
	100.	100.

A difference of 17 per cent. in favor of last year. But if we consult the returns of the Commissioner for Railways again, we find that in 1869 the working expenses were 65.66 of the receipts, so that this growth of 17 per cent. in the net earnings is the result of the last six years. If we inquire the bearing of this improvement on the interest payable for construction, a most satisfactory state of affairs is disclosed. In 1869 the interest recouped was £1 17s. 9d. per cent. on the capital invested; in 1870 it was £1 18s. 1d. per cent.; in 1871 it was £2 11s. 7d. per cent.; in 1872 it rose to £3 7s. 11d. per cent.; in 1873 to £3 12s. 8d. per cent.; and in 1874 to about 4 per cent. The results of the traffic for 1875 show a net profit of £318,473, or 4.396 per cent. The profits of 1875 exceed by £50,000 the gross receipts of 1869! The increase during the past six years from under two to four and a half per cent. is a fact most encouraging to railway enterprise in this Colony.

The following extensions are now approaching completion:

Great Southern Railway: Miles.  
Goulburn to Wagga Wagga\*..... 177

Great Western Railway: Miles.  
Kens-to-Bathurst†..... 2

Bathurst to Orange..... 47‡

Great Northern Railway: Miles.  
Murrarundi to Tamworth..... 62§

When these extensions are completed the lines will be— Miles.

South: Sydney to Wagga Wagga..... 311

Western: Sydney to Orange..... 179‡

Blacktown to Richmond (branch)..... 16

Northern: Newcastle to Tamworth..... 186

692‡

\* Line now open as far as Bowning, 60 miles from Goulburn.

† Now open.

This may seem a small total, yet it is greater than that of the railways of any country in Europe, not excepting Great Britain. But we are only on the threshold of railway progress.

The following will give some idea of the activity which prevails in the department of our able Engineer-in-Chief for Railways, Mr. John Whitton, C. E.

RAILWAY TRIAL SURVEYS COMPLETED.

NORTHERN LINES.

1. Tamworth to Tenterfield, 220 miles, via Marnilla, Barraba, Bundarra, Inverell, and Wellington (the nearest point to Glenn Innes, distant 12 miles). Total distance, Newcastle to Tenterfield, 402 miles.

Clarence and Richmond Rivers to New England District.

1. Moleville (the head of the navigable waters of the Clarence River) to Glenn Innes, via the Mitchell River, 107 miles.

2. South Grafton to a junction with the Moleville and Glenn Innes line at the crossing of the Clarence River, 154 miles.

3. South Grafton to Glenn Innes, 113 miles.

4. Lawrence to Tenterfield, via Wyon and Tabulam, 118 miles.

A second route is now being surveyed between Tabulam and Tenterfield.

#### SOUTHERN LINES.

1. Wagga Wagga to Albury, via the Hanging Rock, 77½ miles. Total distance, Sydney to Albury, 386 miles. This line is permanently staked for contract.

2. Wagga Wagga to Deniliquin, via the Hanging Rock, Urana, and Jerilderie, 142 miles. Total distance, Sydney to Deniliquin, 450 miles.

3. Cootamundra (a point on the Great Southern Railway, 258 miles from Sydney), via Muttama and Colac to Gundagai, 284 miles; and

4. Cootamundra via Jones' Creek to Gundagai, 80½ miles. Total, Sydney to Gundagai, 283 miles.

#### WESTERN LINES.

1. Orange to Dubbo, via Wellington, 86 miles. Total distance, Sydney to Dubbo, 278 miles.

#### COAST LINES.

1. Sydney, via Botany and Port Hacking Creek, to Wollongong 40 miles.

2. Liverpool to Wollongong, 34½ miles. Total, Sydney to Wollongong, via Liverpool, 68½ miles.

3. Campbelltown, via Appin, to Wollongong, 40 miles. Total, Sydney via Campbelltown, to Wollongong, 68½ miles.

#### TRIAL SURVEYS NOT YET COMPLETED.

Clarence and Richmond Rivers to New England District:

1. Tabulam to Tenterfield; second trial survey.

2. Wyon (a point on the Lawrence and Tabulam trial line) to Casino, Richmond River.

Iluka (Clarence River Heads) to Woodburn, Richmond River.

#### NORTHERN LINES.

1. Tamworth to Armidale: thence probably to Glen Innes.

2. Werrie's Creek (a point on the Great Northern Railway, 26 miles south of Tamworth, and 156 miles from Newcastle) through Breeza, Gunnedah, Narrabri, Wee Waa to Walgett; with probable extension to Bourke.

#### WESTERN LINES.

1. Dubbo to Bourke, about 350 miles.

2. Wallerawang (a point on the Great Western Railway, 104 miles from Sydney) to Mudgee, about 72 miles.

#### ROUTES EXPLORED WITH A VIEW TO SURVEY.

1. Murrumburrah (a point on the Great Southern Railway, 232 miles from Sydney), via Booligal, on the Lachlan River, to Pooncaira, on the Darling, and thence in a westerly direction to the boundary of South Australia.

2. From a point near Blayney on the Great Western Railway, and 167 miles from Sydney, via Cowra and Young, to join the Great Southern Railway near Murrumburrah, 232 miles from Sydney.

All the serious obstacles to the rapid extension of the railway system of the Colony have been overcome. Hence the average cost per mile for the future will be about £7,000, far less than half of that for the lines completed. The rails are laid on a uniform gauge of 4 feet 8½ inches. In a speech made at the opening of the Gunning extension, the Engineer-in-Chief stated that 10,000 or 15,000 men would have to be imported to meet the demands of his department; and the Secretary for Public Works assured a deputation from the iron trades that rolling stock of the value of £500,000 will be needed during the next five years. There is good reason to hope, therefore, that we are on the eve of a grand extension of our railways. In the absence of rivers of magnitude running to the seaboard, railways are a supreme necessity in New South Wales. Without them, vast resources are as much beyond our reach as if they did not exist; whilst each new line would prove an ever widening channel of benefit to all classes of the population.

Since the foregoing paragraph was written the following important extensions have been submitted to the Legislative Assembly. Those marked with an asterisk have already been agreed to, and the rest will probably also be approved:

#### WEST.

\* Orange to Wellington..... 56

\* Wellington to Dubbo..... 30

Wallerawang to Mudgee..... 85

SOUTH.

\* From a point on the Great Southern Line near Junee, to Narrandera, on the Murrumbidgee River..... 64

Wagga Wagga to Albury..... 77½

From near the junction of the Lachlan and Murrumbidgee Rivers to Pooncaira on the Darling River..... 110

#### NORTH.

\* Tamworth to Armidale..... 75

\* Werrie's Creek, on Great Northern Line, to Gunnedah..... 40

From Iluka to Woodburn, connecting the Richmond and Clarence Rivers..... 24

Total ..... 561½

The Western extensions will traverse fine agricultural areas, and reach the capital of the North Western pastoral territory. Of the Southern extensions, that to Albury will connect with the line from Melbourne; and those to Narrandera and Pooncaira will penetrate extensive pastoral districts. Of the Northern extensions, those to Armidale and Gunnedah will reach agricultural and pastoral districts; whilst that which will enable the trade of the Richmond River settlers to escape from a shallow bar entrance to the deeper waters of the Clarence, will give an impetus to the development of two of the most flourishing agricultural districts of the Colony.

At Meadville, Penn., on the 28th ult., in the case of the Pittsburg, Titusville and Buffalo Railroad Company against the Pennsylvania Transportation Company, Judge Pettis granted an injunction restraining the Pennsylvania Transportation Company, which obtained a judgment for \$220,000 against the Oil Creek and Allegheny River Company, from proceeding to levy on and sell the railroad and property of the Pittsburgh, Titusville and Buffalo Railroad Company.

The Czar has sanctioned the construction of the Orenburg and Taskhend line through the deserts and steppes by a circuitous route. Eighteen hundred versts of rail will be required, not including the branch line to Tavinsk, 300 versts.

The Waverly Republican says that the Scioto Valley railroad is mostly graded between Portsmouth and Gregg's Hill, and the survey and final location completed between Waverly and Chillicothe.

The work of laying the track for the Wheeling and Lake Erie railroad, between Milan and Huron, is being pushed rapidly forward. Half a mile of track is put down each day.

The officers of the Camden, Gloucester and Mt. Ephraim Railway Company elected on the 28th ult., are: President, James B. Michellon; Secretary and Treasurer, F. P. Pfeiffer.

The first through train from Portland to Swanton via the Portland and Ogdensburg Railroad will run through on the 16th inst., with a party of invited guests.

Steel rails for the Central Vermont Railroad are arriving in large quantities, and a large number of men are laying them.

The aggregate extent of Railway line worked in Russia in 1876 was 18,000 versts, as compared with 17,658 versts, in 1875.

# THE CHAMPION AIR PISTOL.

## For Target Practice Amusement and Shooting Small Game.

Shoots darts or slugs 50 feet with accuracy.

Can be loaded by anybody with safety and ease.

Recommended by General SHERMAN; also by J. F. LYNCH, Esq., of the Australian Rifle Team.

### PRICES.

Black..... \$5.00. Nickel Plated..... \$6.00.  
Nickel Plated Rosewood Handle..... 7.00.

Each pistol is put up in a neat box with a skeleton gun stock, 6 Darts, 100 Slugs, 6 Targets, a Ram-rod, Claw and Wrench.

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Weldless Eve Bars,  
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Oil Well Tubing and Casing.

Gas and Steam Fittings, Brass Valves and Cocks.

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Cast Iron Gas and Water Pipe.

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**The Coal Trade.**

For the week ending on the 30th ult., the total tonnage, as reported by the several carrying companies, amounted to 491,897 tons, against 391,818 tons in corresponding week last year, an increase of 100,174 tons. The total amount of anthracite mined for the coal year is 9,810,851 tons, against 7,644,667 for same period last year, an increase of 2,165,784 tons. The quantity of bituminous coal sent to market for the week was 68,907 tons, against 80,584 tons for corresponding week last year, a decrease of 11,687 tons. The whole bituminous tonnage from the beginning of the coal year is 1,571,267 tons, against 1,617,680 tons in corresponding time last year, a decrease of 46,423 tons. The total tonnage of all kinds of coal for the week is 560,894 tons, against 472,377 to corresponding date last year, an increase of 88,517 tons, and the total tonnage for the coal year is 11,881,608 tons, against 9,262,247 tons, to same date last year, an increase of 2,119,361 tons. The receipts at Perth Amboy for the week ending on the 30th ultimo were 29,535 tons, the shipments 27,083 tons, leaving a stock on hand of 128,516 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week in June was 80,380 tons of which 65,923 tons were coal, and 14,457 tons coke. The total carried for the year is 8,282,599 tons, of which 1,812,021 tons were coal and 480,896 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger*, July 9.

**American Manufacturers Abroad.**

The Collector at this port has received the following from the Assistant Secretary of State:

UNITED STATES CONSULATE-GENERAL,  
BERLIN, JUNE 12, 1877.

Hon. Assistant Secretary of State, Washington, D. C.:

SIR: I have the honor to acknowledge the receipt of instructions Nos. 108 and 109, the latter having reference to the disposition made of my No. 249, in relation to the International Exhibition in this city. In this connection, I will not omit to make mention of the decided interest caused here by collections of locks and tools of American manufacture now on exhibition in this city, through the agency and in the buildings of the Berlin Association of Architects. As regards the former, it is conceded on all sides that no locks are made anywhere in this country that can compare with those exhibited, either in quality and workmanship or in cheapness; and, with proper effort to introduce them, they cannot fail to find an extensive and profitable market in Germany.

Of the sets of tools exhibited, all of which are found quite handy and perfectly finished, it is especially the axes and hatchets, so smoothly polished and varnished, with their suitable and practical handles; and also the planes, and augurs, with their ingenious improvements, that meet with favor and admiration. To find for the creditable specimens of American industry a market abroad is a subject well deserving the attention of our enterprising business men. A collection of articles of American furniture, from their excellent material as well as their substantial workmanship is likewise exhibited, and receives much commendation.

As there would seem to be no good reason why a market should not be found in this country, by reason of their superior merits, for these and other articles of our manufacture, I trust that it will not be deemed out of place if I have ventured briefly to bring the object to your attention. I am, Sir, your obedient servant,

H. KREISMANN, Consul-General.

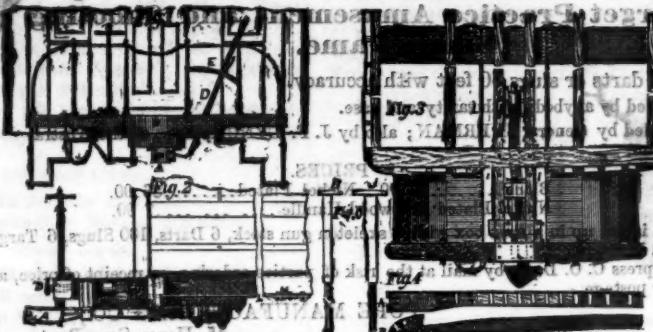
MR. L. Saltonstall has been elected President, and Francis Cabot, Clerk and Treasurer, of the Boston Exchange Company.

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MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two medals awarded by Franklin Institute, and one by Centennial.)

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